DAIHATSU

ROCKY

EF

EFI SYSTEM

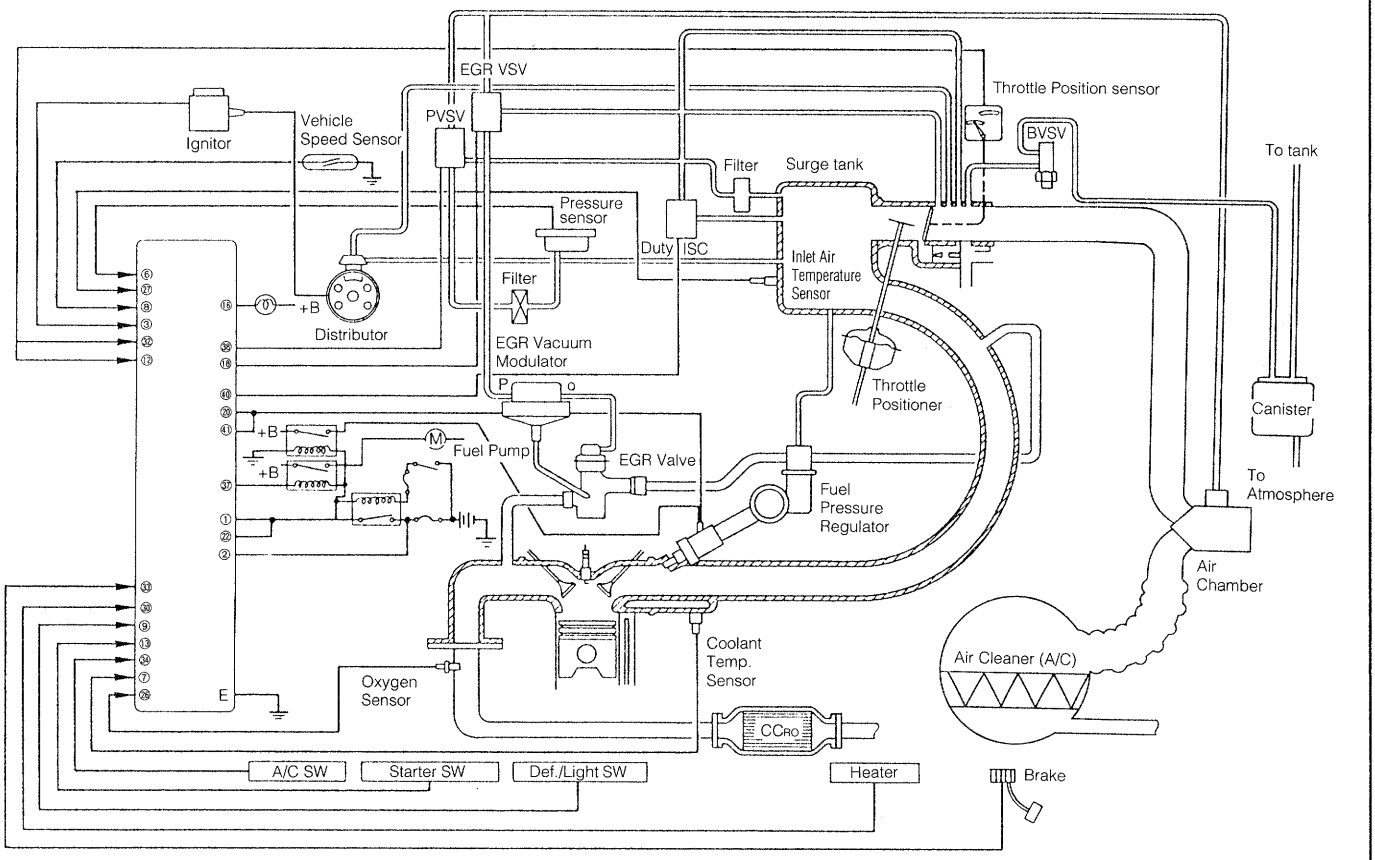
WRU90-EF001

INTRODUCTION

The EFI system consists of the following three systems; fuel system, intake system and control system. The electronic control unit (ECU) incorporating a microcomputer controls the EFI system, based on signals inputted from the various sensors.
Besides this function, the ECU controls various functions such as the fuel pump control, idle speed VSV control (ISC), exhaust gas recirculating (EGR) VSV control, barometric VSV (PVSV) control, self diagnosis function and fail-safe function.

WRU90-EF002

SYSTEMATIC DIAGRAM



WRU90-EF003

FUEL SYSTEM

The fuel system is a system which supplies the injectors with fuel necessary for combustion. This system is composed of the fuel pump, fuel pipes, fuel filter, pressure regulator, fuel delivery pipe and injectors.
Fuel sucked up from the fuel tank by means of the fuel pump is sent under a pressurized condition to the fuel delivery pipe through the fuel filter. The pressure regulator mounted at the delivery pipe keeps the fuel pressure at a value about 2.55 kg/cm^2 (36.3 psi) higher than the intake manifold inner pressure. Such difference between the intake manifold inner pressure and the fuel line inner pressure prevents any variation in the fuel injection rate of each injector.
Any excess fuel returns to the fuel tank through the pressure regulator. This makes it possible for the fuel at a comparatively low temperature in the fuel tank to be supplied into the fuel line, thus preventing percolation.
The fuel pump is driven by the ECU.

WRU90-EF004

INTAKE SYSTEM

The intake system is a system which supplies air necessary for combustion with each cylinder.
Air sucked from the cool air intake of a comparatively low temperature is sucked into the surge tank through the air cleaner and air chamber, depending upon the opening degree of the throttle valve.
Then, the air goes through the intake manifold into each cylinder.

WRU90-EF005

CONTROL SYSTEM

The control system is a system which controls the fuel amount, using the ECU, by detecting the engine conditions and vehicle running conditions, based on signals inputted from the various sensors to the ECU.

Fuel pump control (FC)

This system controls the fuel pump operation. This system drives the fuel pump for two seconds when the ignition key switch is turned ON and/or the ignition signal is inputted. It also drives the fuel pump when the starter switch is turned ON.

Idle speed control (ISC)

For stabilized idle speed, this system regulates the air flow rate to the engine in such a way that the idle speed may become the target idle speed that has been memorized in the ECU in advance.

Exhaust gas recirculation (EGR) VSV control

When the cooling water temperature exceeds the specified level, this system makes the EGR in an operable condition by turning ON the EGR VSV.

Barometric VSV (PVSV) control

This system controls the PVSV whereby the pressure being applied to the pressure sensor is switched temporarily from the intake manifold inner pressure to the atmospheric pressure.

WRU90-EF006

SELF DIAGNOSIS FUNCTION

If signals inputted from main sensor systems to the ECU do not conform to the specified values memorized in the ECU, this malfunction is memorized.
(There are some items which are not memorized.)
Since the memorized malfunction code is retained by the back-up power supply from the battery, the code remains memorized when the ignition key switch is turned OFF.
The memorized malfunction code can be reset by cutting off the power supply to the ECU.
When any malfunction concerned with the important items occurs, the check engine lamp provided inside the combination meter is turned ON, thereby warning the driver of such malfunction. The check engine lamp remains illuminated as long as the malfunction concerned with the important item persists. However, if the encountered malfunction takes place temporarily and the normal state is restored, the check engine lamp goes out. In this case, however, the malfunction that has once occurred is memorized to the ECU, using the pertinent code number.
There are thirteen malfunction codes including the item showing the normal state.
To indicate the malfunction code during the inspection, short the test terminal of the check connector located at the fender panel right side of the engine compartment with the ground terminal. The check engine lamp inside the combination meter flashes as many times as the number of the corresponding malfunction code. With the aid of the diagnosis code, the checking operator can perform trouble shooting efficiently.

WRU90-EF007

FAIL-SAFE FUNCTION

In the event that any abnormality takes place in the signals inputted from the important sensors to the ECU and the control can no longer be continued based on the inputted data, an evacuation running is made possible using the data memorized in the ECU in advance. This function is called "fail-safe function."
Moreover, in the event that any abnormality occurs in the microcomputer in the ECU, the backup circuit makes it possible for the vehicle to perform an evacuation running, based on the data memorized in the ECU in advance.
In either case, it is not possible to expect normal running performance under such evacuation running.

WRU90-EF008

PRECAUTION

1. The engine control system has self diagnosis function. The ECU memorizes all malfunction codes which have occurred in the past and/or are occurring at present.
   The memorized malfunction codes are erased when the battery ground cable is disconnected from the battery terminal. Hence, prior to starting any repairs, be sure to check to see if any malfunction code has been memorized.
   (See page EF–31.)
2. When performing operations on the fuel system or its related operation, never smoke and keep away any fire.
3. Before disconnecting the fuel line, be sure to disconnect the battery ground cable from the negative terminal of the battery.
4. The fuel line is pressurized to a pressure about 2.55 kg/cm^2 (36.3 psi) higher than the pressure inside the surge tank. Therefore, when disconnecting the fuel line, be sure to loose the fuel line slowly and prevent the fuel from splashing with a cloth or the like.
5. Do not allow gasoline to get to any parts made of rubber, leather and resin and/or to the electric parts.
6. When cleaning the engine compartment with water, make sure that no water gets to the electrical system.
7. Ensure that the battery voltage should be 11 volts or more, before performing the inspection.

WRU90-EF009

INSPECTION PRECAUTIONS

Maintenance precautions

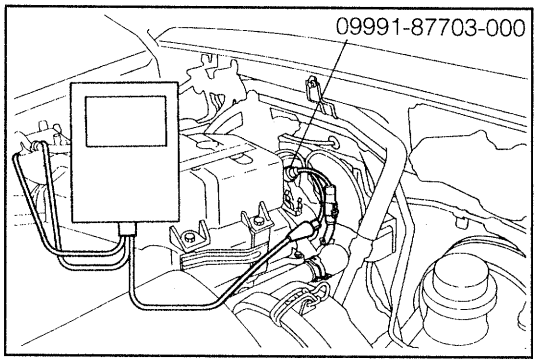
1. Ensure that the engine is correctly tuned up.

WRU90-EF010

2. Precautions during gauge connection
   (1) To connect the tachometer, connect the following SST between the distributor connector and the distributor connector of the engine wire.
   SST: 09991-87703-000

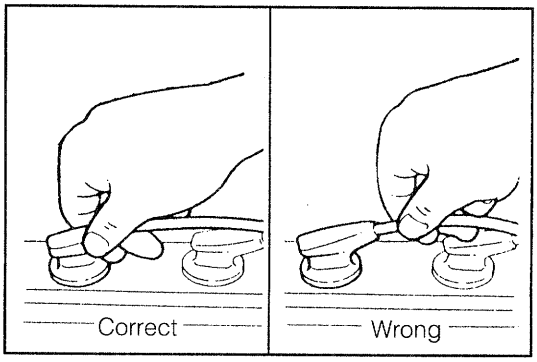
   (2) Connect the measuring terminal of the tachometer to the measuring terminal of the SST.
   NOTE:
   This does not apply if your tachometer is a pick-up type.

   (3) Use the battery as power source for a timing light, tachometer and so forth.
   (4) Never allow the tachometer terminal to touch the ground, for it could result in damage to the ignitor and/or ignition coil.
   (5) Some kinds of tachometers may not be suited for the ignition system of the vehicle. Therefore, ensure that your tachometer is compatible with the ignition system of the vehicle.



WRU90-EF011

3. If engine misfire takes place, the following measures should be taken.
   (1) Ensure that the battery terminals and so forth are connected properly.
   (2) Ensure that the spark plug wires are connected properly while handle the spark plug wires carefully.
   (3) After completion of repairs, ensure that the ignition coil terminals and other ignition system wire are reconnected securely.



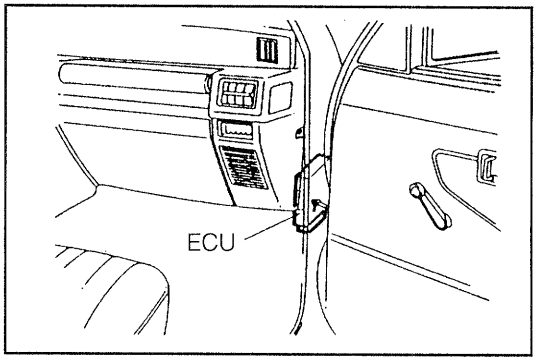
WRU90-EF012

4. Precautions during oxygen sensor handling
   (1) Do not drop the oxygen sensor or allow it to hit other objects.
   (2) Do not immerse the sensor in water or do not cool it by water.
5. Do not open the cover of the ECU proper.
   (Failure to observe this caution could cause ECU malfunction.)
6. Do not touch the screws of the bracket installed on the ECU proper.
   (Failure to observe this caution could cause ECU malfunction.)

WRU90-EF013

When the vehicle is equipped with wireless installation (HAM, CB, etc.)

The ECU has been so designed that it is resistant to external influence.
However, if a vehicle is equipped with a CB wireless installation and so forth (even if its output is only 10 W), it may affect the ECU adversely. Therefore, observe the following precautions.

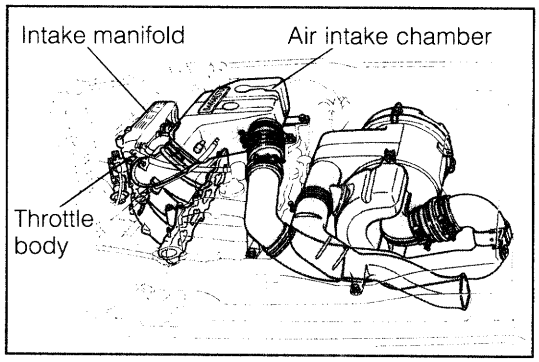


WRU90-EF014

1. Install an antenna at a place as far away as possible from the ECU.
   The ECU is installed at the cowl side panel in front of the passenger's seat. Therefore, the antenna should be installed at the rear of the vehicle.
2. The antenna cord should be kept at least 20 cm (7.9 inch) away form the engine wire. Never wind the antenna with the engine wire with tapes.
3. Adjust the antenna output correctly.
4. Never install a wireless installation with a high output on the vehicle.

Air induction system

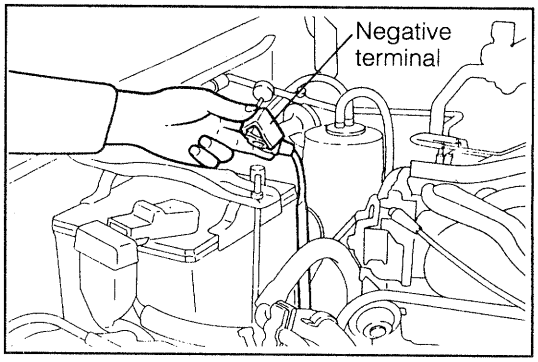
1. Unless all of the oil level gauge, oil filler cap, PCV hose and so forth are installed securely, the engine tune-up can not be performed properly.
2. If air leakage (air admission) is present between the throttle body and the cylinder head, the engine revolution speed can not be adjusted.



WRU90-EF015

Electronic control system

1. Before disconnecting or reconnecting the connector of the sensor system of the EFI system, be sure to turn OFF the ignition switch and all accessory switches. Also, disconnect the battery ground cable from the battery negative terminal. Failure to observe this caution could cause ECU malfunction.

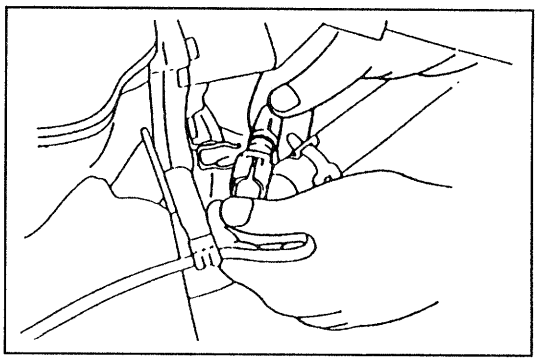


WRU90-EF016

2. Before disconnecting or reconnecting the connector of the ECU proper of the EFI system, be sure to turn OFF the ignition switch and all accessory switches. Also, disconnect the battery ground cable from the battery negative terminal.
   Failure to observe this caution could cause ECU malfunction.
3. Be sure to keep the number of disconnection/reconnection of the connector of the EFI system at a minimum level.
4. When installing the battery, care must be exercised not to mistake the battery polarity.
5. Never apply strong impacts to the EFI parts. Pay utmost attention during the installation/removal. Especially, special caution must be exercised as to the handling of the ECU.
6. When the voltage or resistance of the ECU is measured during the check, never touch terminals other than the specified terminals. Failure to observe this caution could cause ECU malfunction.
7. Never open the cover of the ECU proper.
8. When the system is checked on a rainy day, be very careful not to allow water to get into connectors and/or terminals.
   Also, when the engine compartment is washed, prevent water from being splashed to the EFI-related parts and wiring connectors.
9. EFI parts should be replaced as an assembly.

WRU90-EF017

10. When disconnecting or reconnecting the wiring connector, care must be exercised as to the following points.
    (1) Carefully observe the shape of the lock prior to the disconnecting/connection.
    (2) Release the lock. Disconnect the connector.
    NOTE:
    When disconnecting the connector, be sure to hold the connector body, do not to pull the wire.

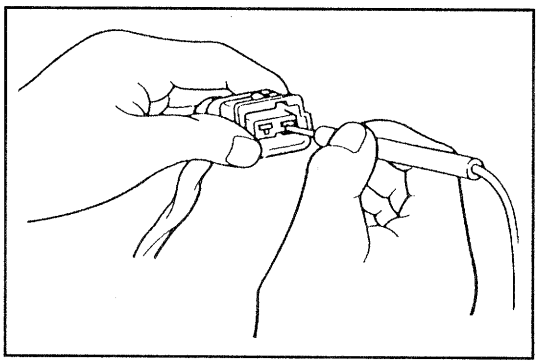


WRU90-EF018

(3) Insert the connector, until the lock is engaged completely.
(4) Be sure to keep the number of disconnection/reconnection of the connector at a minimum level.

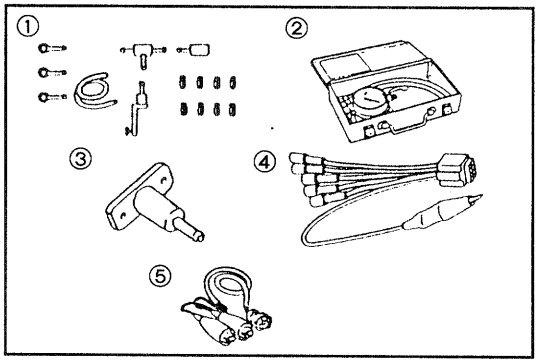
WRU90-EF019

11. When checks are performed at the connector-side terminals, using a circuit tester, care must be exercised as to the following point.
Never apply such a force to the connector terminal that can deform the terminal.



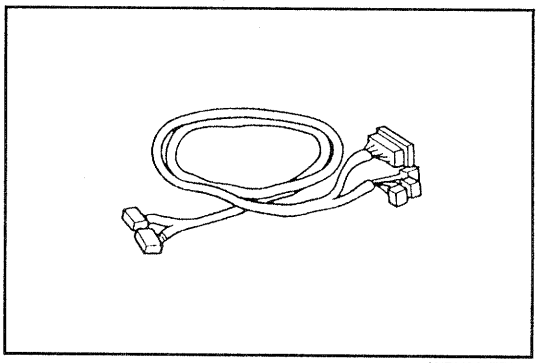
WRU90-EF020

12. When checking the fuel system, such as the injectors, pressure regulator and fuel pressures, use the following SSTs.
SSTs: 09268-87701-000 ..... ①
09268-87702-000 ..... ②
09283-87703-000 ..... ③
09842-30070-000 ..... ④
09991-87702-000 ..... ⑤



WRU90-EF021

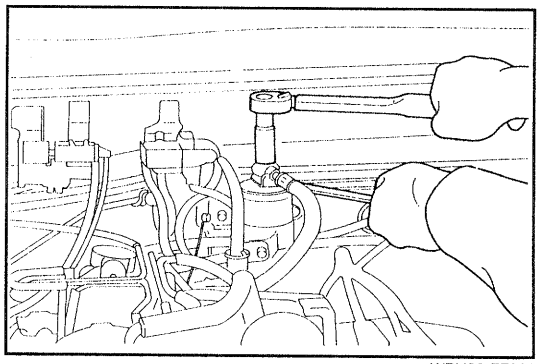
13. When measuring the voltage or resistance of each system, use the following SST.
SST: 09842-87704-000



WRU90-EF022

Fuel system

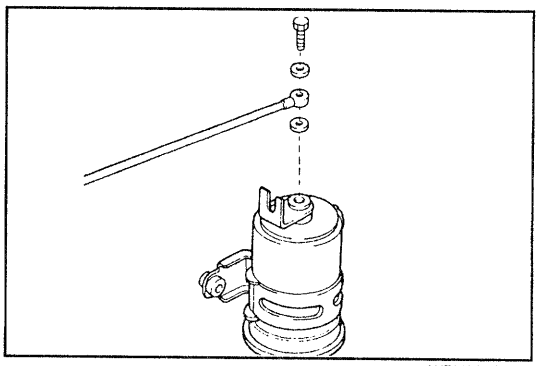
1. The fuel line at the high-pressure side is pressurized to a fuel pressure of about 2.55 kg/cm^2 (36.3 psi). Therefore, a large amount of gasoline flows out when parts of the fuel line is disconnected. Hence, take the following countermeasures.
(1) Release the inner pressure of the fuel tank by removing the fuel filler cap.
(2) Place a suitable container, close or the like under the disconnecting connection.
(3) Loosen the connection slowly, while preventing the fuel from splashing, using a suitable cloth or the like.
(4) Disconnect the connection.
(5) Plug the disconnected connection with a rubber plug or the like so that no dust may enter into the fuel line.



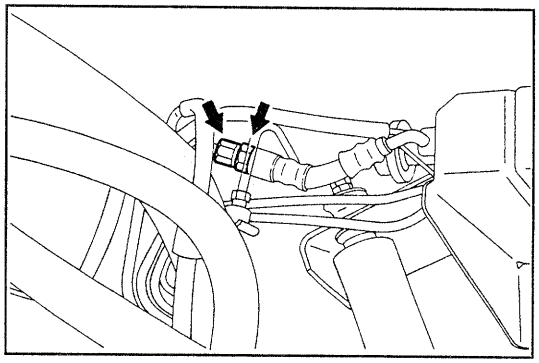
WRU90-EF023

2. When connecting the flare nut or union bolt of the high-pressure pipe, observe the following instructions.

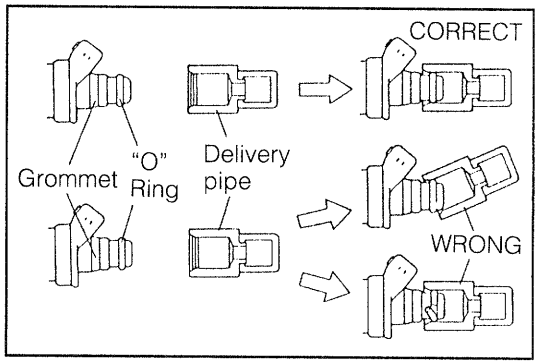
   [Union bolt type]
   (1) Always use new gaskets.
   (2) First, tighten the union bolt with your fingers.
   (3) Next, tighten the union bolt to the specified torque.
   Tightening Torque: 3.5 - 4.5 kg-m (25.3 - 32.5 ft-lb, 34.3 - 44.1 N·m)


WRU90-EF024

   [Flare nut type]
   (1) Coat the flare nut with a thin film of engine oil. Tighten the flare nut fully with your fingers.
   (2) Tighten the flare nut to the specified torque.
   Tightening Torque: 3.5 - 4.5 kg-m (25.3 - 32.5 ft-lb, 34.3 - 44.1 N·m)

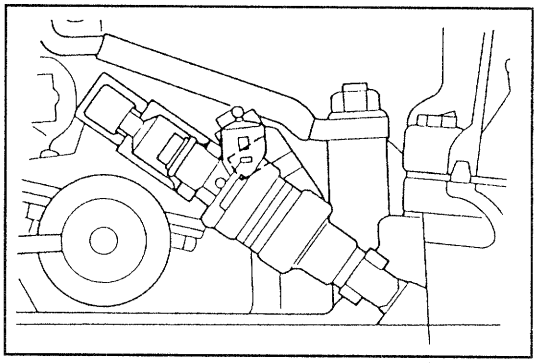

WRU90-EF025

3. When removing/installing the injector, observe the following instructions.
   (1) Do not reuse the "O" ring.
   (2) When installing the "O" ring to the injector, be careful not to damage the "O" ring.
   (3) When connecting the injector to the delivery pipe, apply silicon oil to the "O" ring of the injector in advance. (Never use engine oil, gear oil and so forth.)
   (4) When connecting the injector to the delivery pipe, be very careful not to damage the "O" ring of the injector.

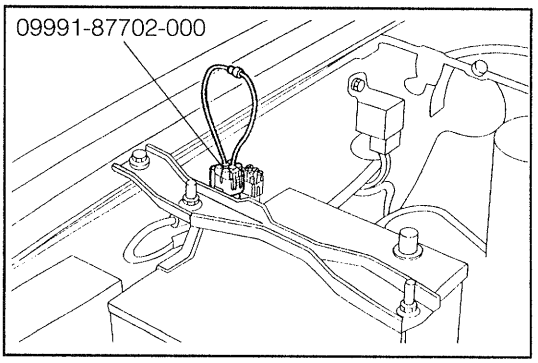


WRU90-EF026

4. Install the injector to the delivery pipe and cylinder head, as shown in the figure.


WRU90-EF027

5. After completion of checks or repairs of the fuel system, be sure that no fuel leakage is present in the fuel system, following the procedure given below.
   (1) Detach the check terminal cap.
   (2) Short the fuel pump terminal (white/black) with the ground terminal (black) of the check connector, using the following SST.
   SST: 09991-87702-000

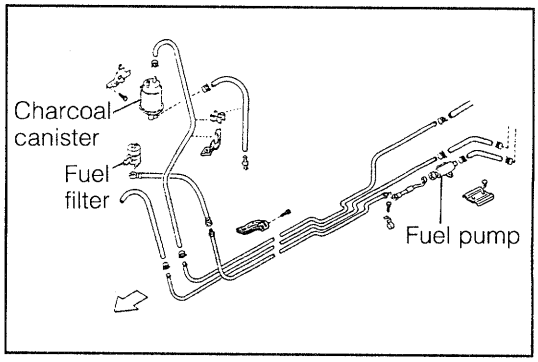


WRU90-EF028

   NOTE:
   The check connector is located at the right side fender panel of the engine compartment.

   CAUTION:
   As for the terminals other than those specified, never allow them to be connected or shorted.

(3) Turn ON the ignition switch. (with the engine in a stopped state)
At this time, a fuel pressure of 2.55 kg/cm^2 (36.3 psi) is being applied to the fuel line.
Under this conditions, check the fuel line system for evidence of leakage.
If any leakage is present at the fuel line system, repair leaky points. Recheck the system for leakage.
(4) Stop the engine.
(5) Remove the SST from the check terminal.
(6) Connect the check terminal cap to the check terminal.



WRU90-EF029

TROUBLE SHOOTING BY MALFUNCTION ITEMS

TROUBLE SHOOTING HINTS

1. In most cases, engine troubles are attributable to systems other than the EFI system. Prior to starting the trouble shooting for the EFI system, check other systems.
   (1) Power supply
   - Battery voltage
   - Fuse blown
   - Fusible link blown

   (2) Body ground
   (3) Fuel supply
   - Fuel leakage
   - Fuel filter clogged
   - Fuel pump malfunctioning

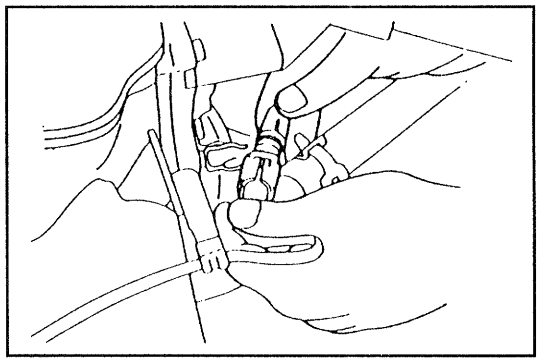
   (4) Ignition system
   - Spark plugs faulty
   - Spark plug wires faulty
   - Distributor and ignitor faulty
   - Ignition coil faulty

   (5) Air induction system
   - Air leakage

   (6) Others
   - Ignition timing adjusted improperly
   - Idle speed adjusted improperly
   - Idle speed control VSV malfunctioning
   - EGR valve malfunctioning
   - etc.

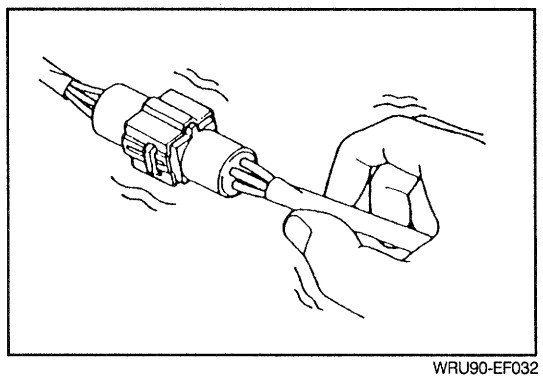
WRU90-EF030

2. Most of troubles related to the EFI system are merely caused by poor wire connections.
   Ensure that connectors are connected securely.
   Check connectors, being careful as to the following points.
   (1) Visually inspect that terminals are not bent.
   (2) Ensure that connectors are securely connected and locked.



WRU90-EF031

   (3) Check to see if the malfunction phenomenon takes place when applying light vibration to the connector or the wire connected to the connector.

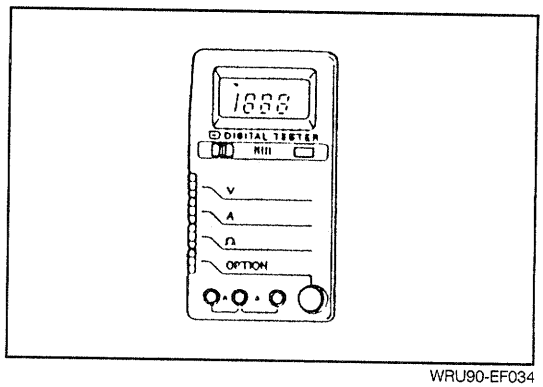


WRU90-EF032

3. Prior to replacing the ECU, thoroughly perform the trouble shooting for possible items other than the ECU. The ECU is a reliable, but an expensive part.
   Even when the ECU has been replaced according to the check results of the trouble shooting and the relevant malfunction has been remedied, be sure to reinstall the old ECU so as to confirm that the malfunction was obviously caused by the faulty ECU.

WRU90-EF033

4. For the trouble shooting, use a volt/ohmmeter whose internal resistance is 10 kΩ/V or more.
   Use of a volt/ohmmeter whose internal resistance is less than 10 kΩ/V may cause an ECU malfunction or wrong diagnosis.
   Furthermore, be sure to employ a meter whose resolution is 0.1V or more, 0.5Ω or more and whose accuracy is ±2% or more.



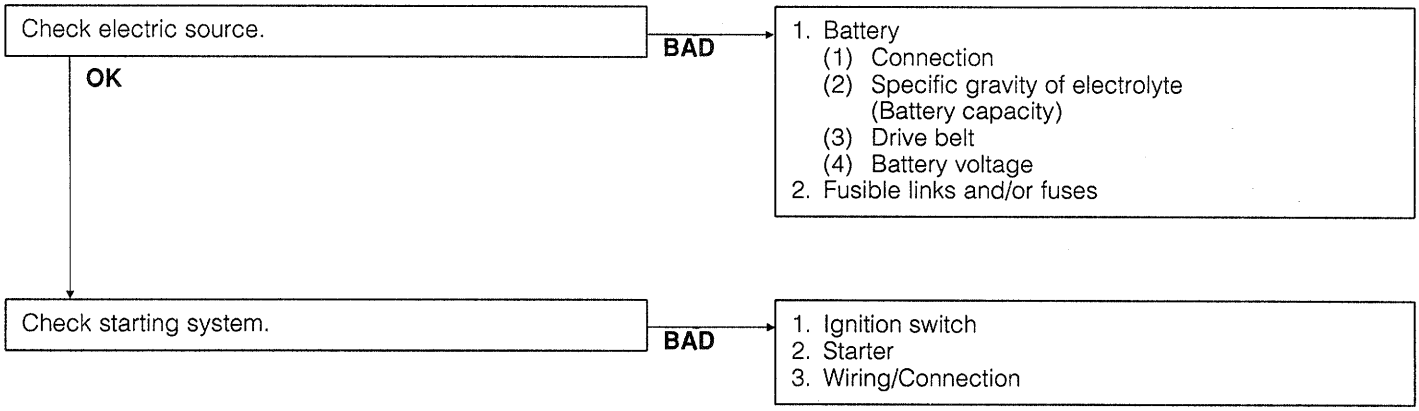
WRU90-EF034

5. In this trouble shooting, no consideration has been made to any displacement of timing belt teeth. Hence, if the trouble persists even after the trouble shooting has been carried out, check to see if the timing belt has skipped a tooth.

WRU90-EF035

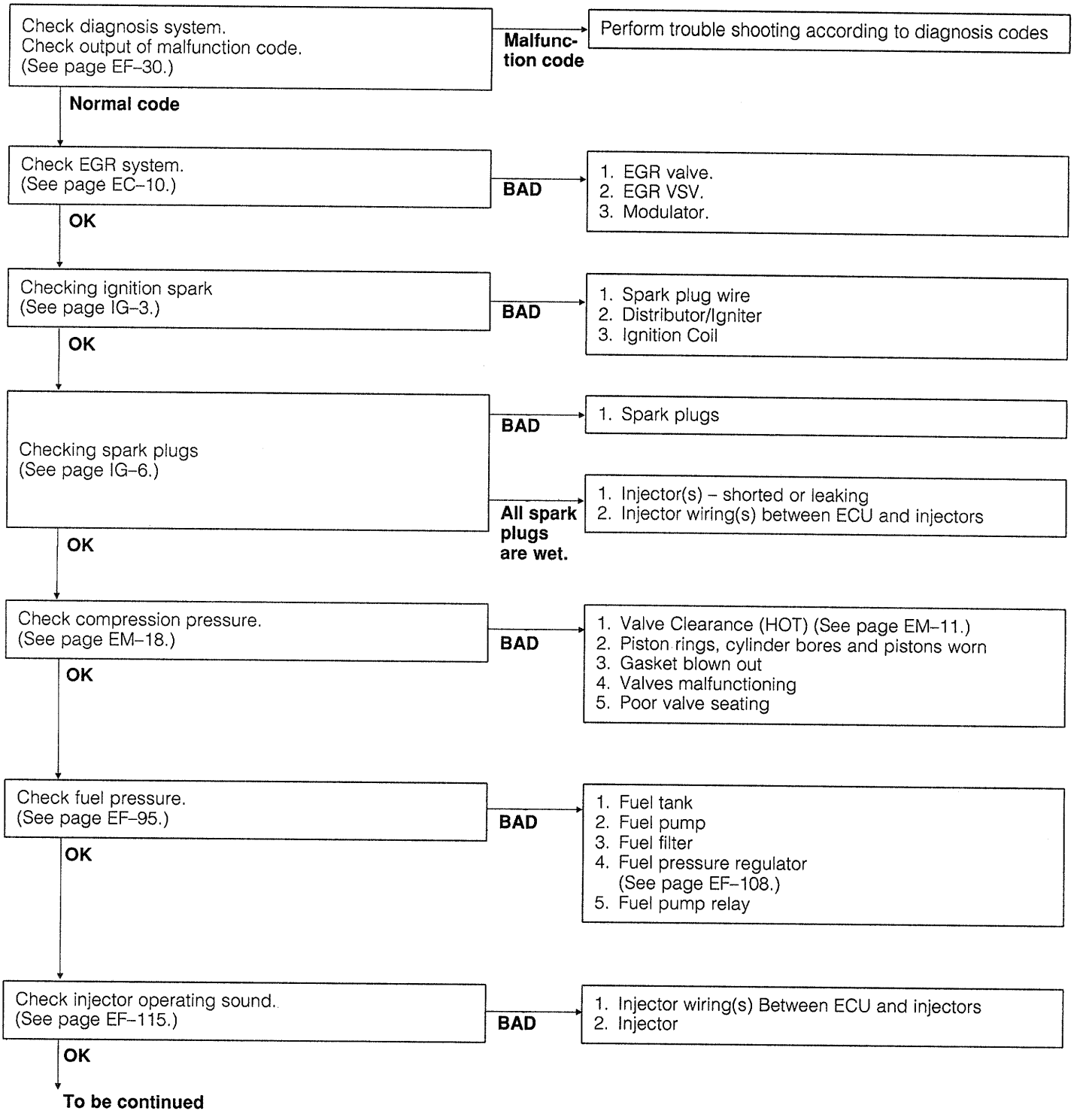
TROUBLE SHOOTING PROCEDURE

Symptom .... Engine will not start. (Engine will not crank or cranks slowly.)



WRU90-EF036

Symptom .... Engine will not start. (Engine cranks normally.)



WRU90-EF037

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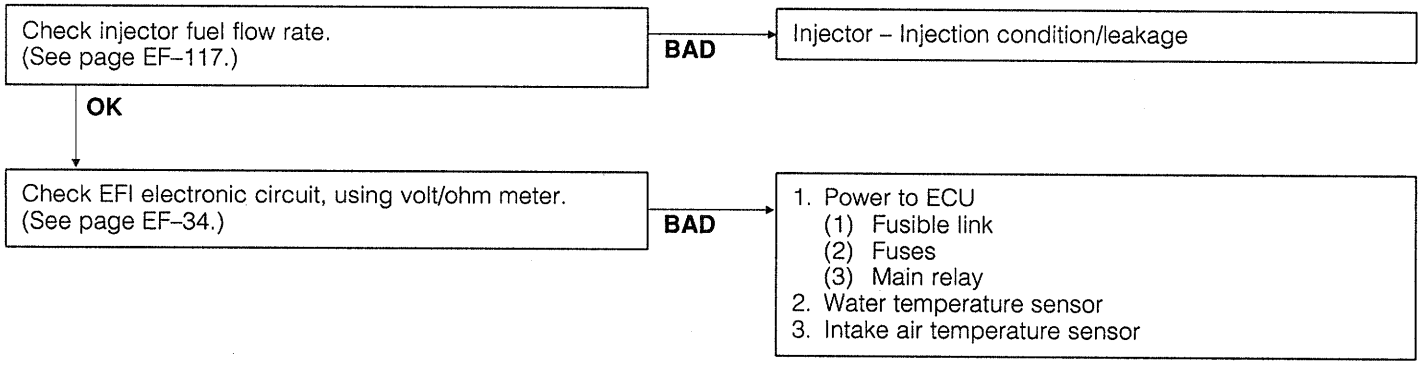
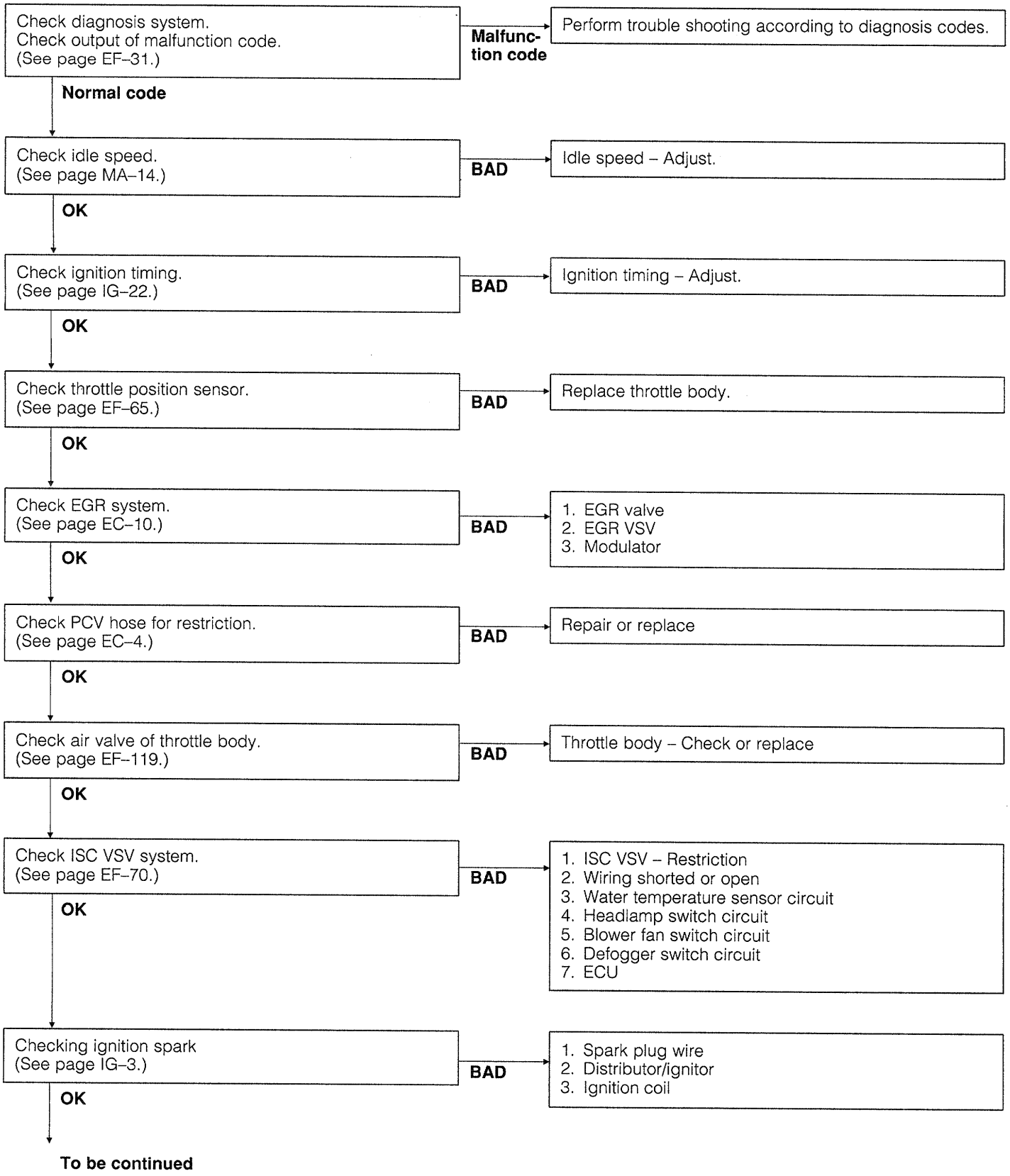


WRU90-EF038

Symptom .... Engine stalls immediately after starting.



WRU90-EF039

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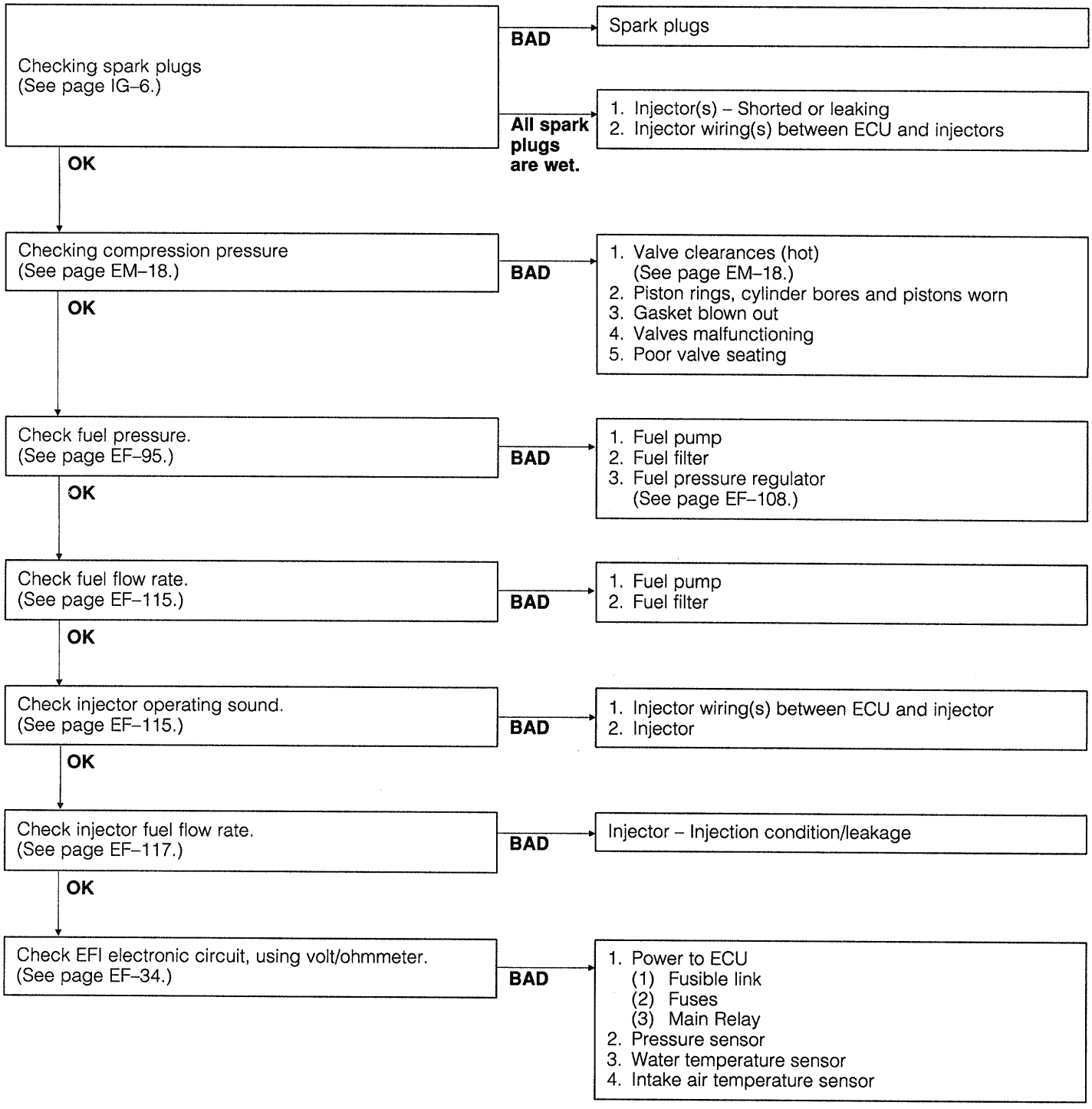
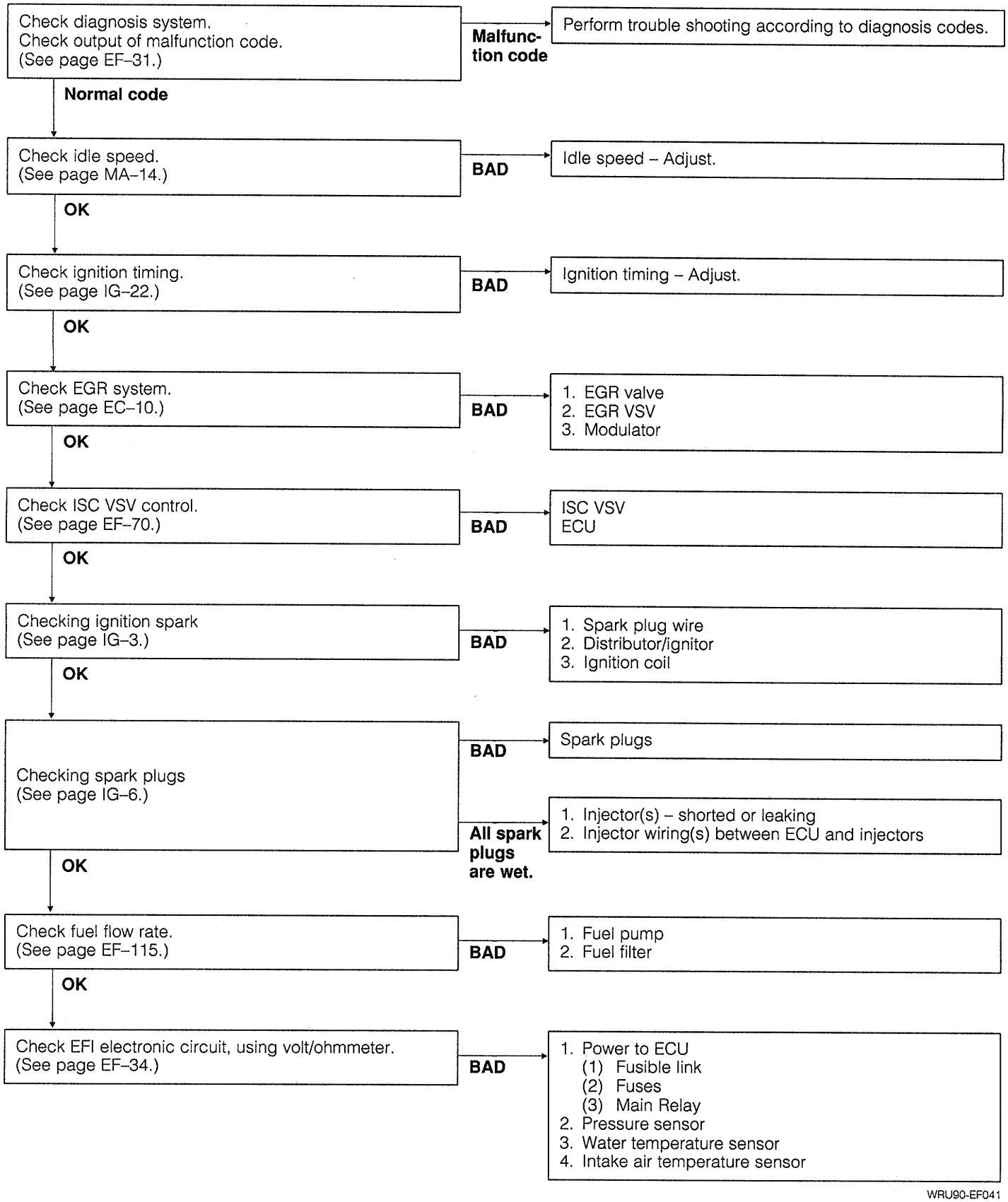


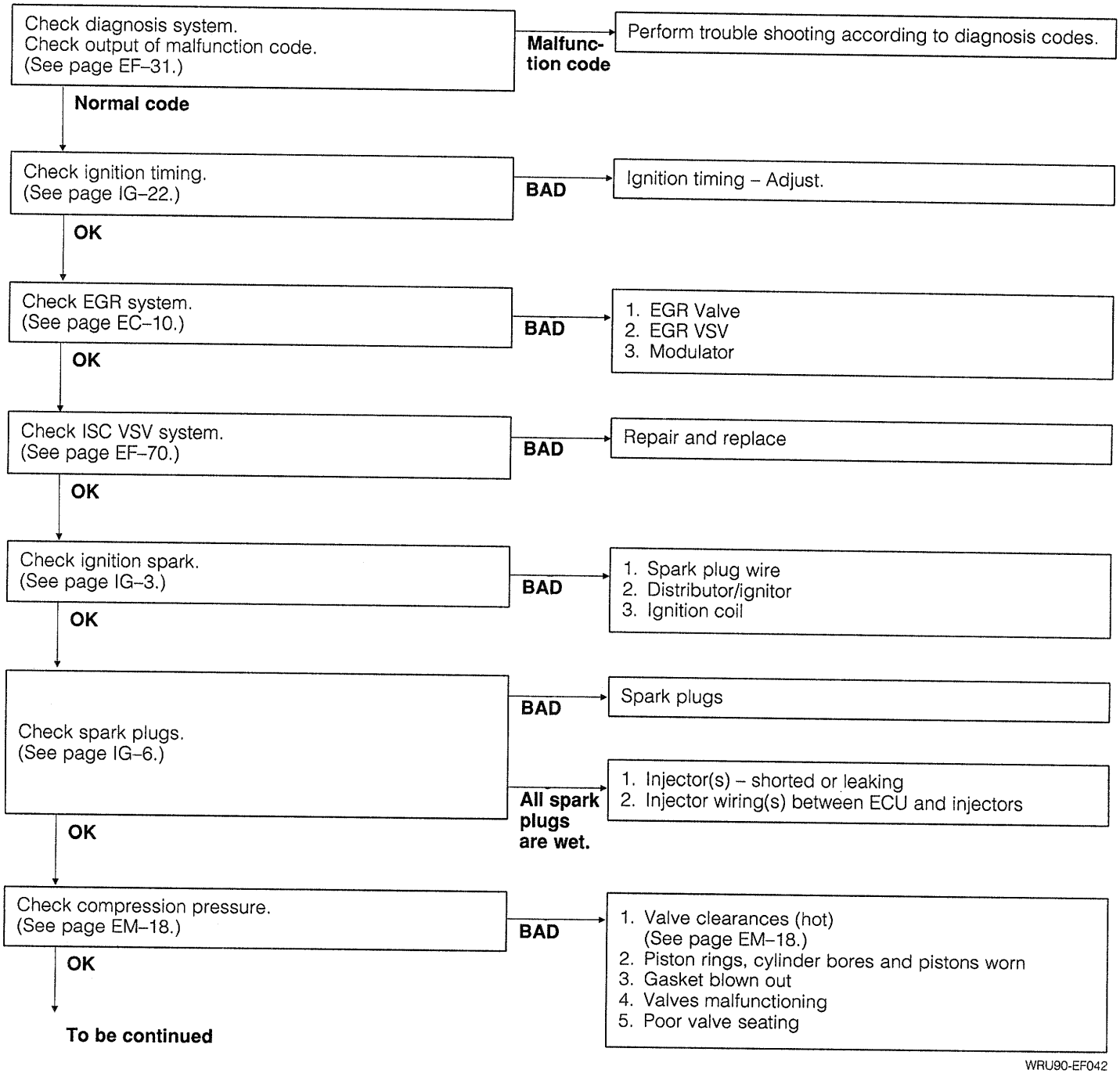
WRU90-EF040

Symptom .... Engine often stalls.



WRU90-EF041

Symptom .... Hard starting



WRU90-EF042

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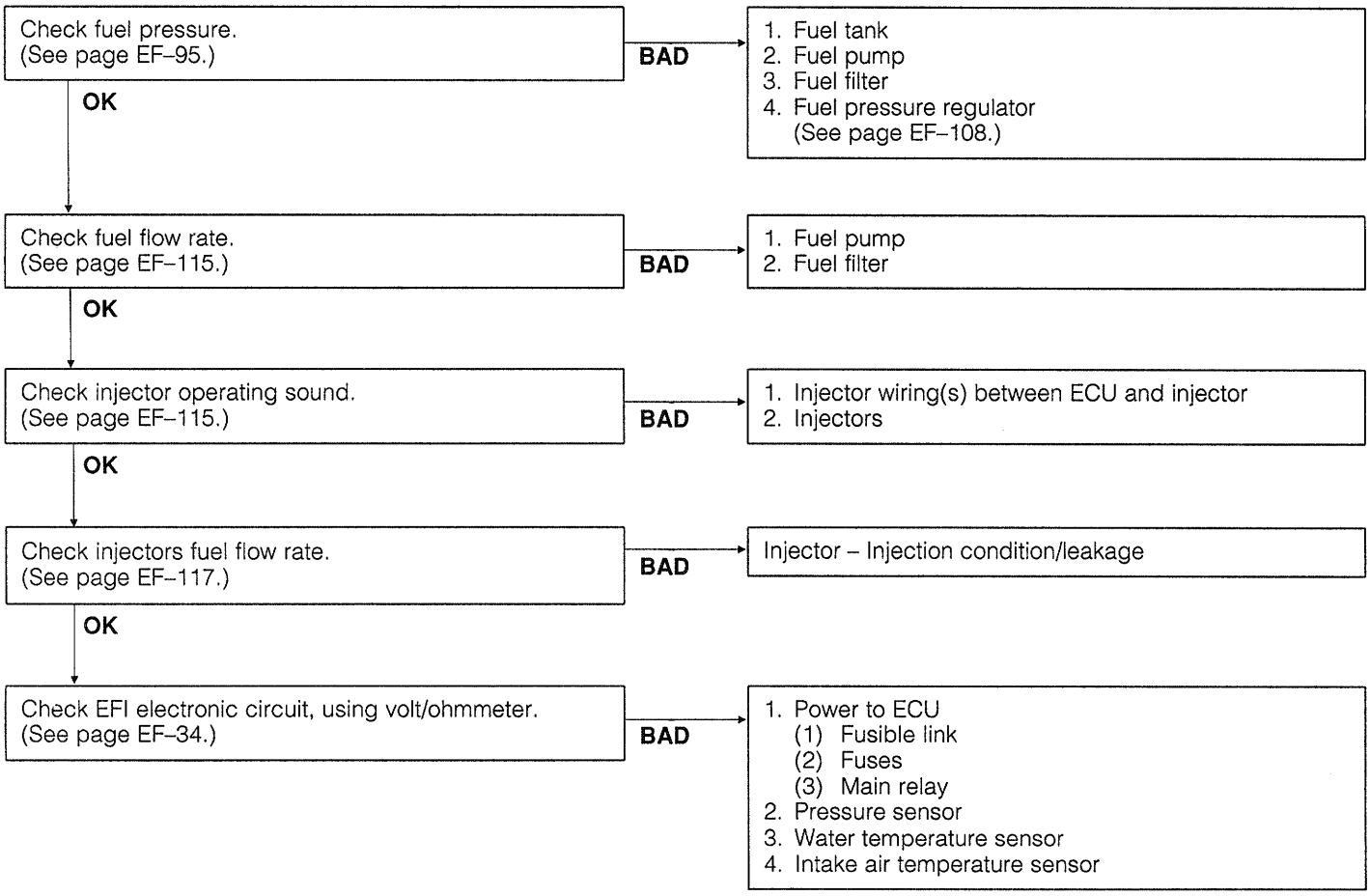
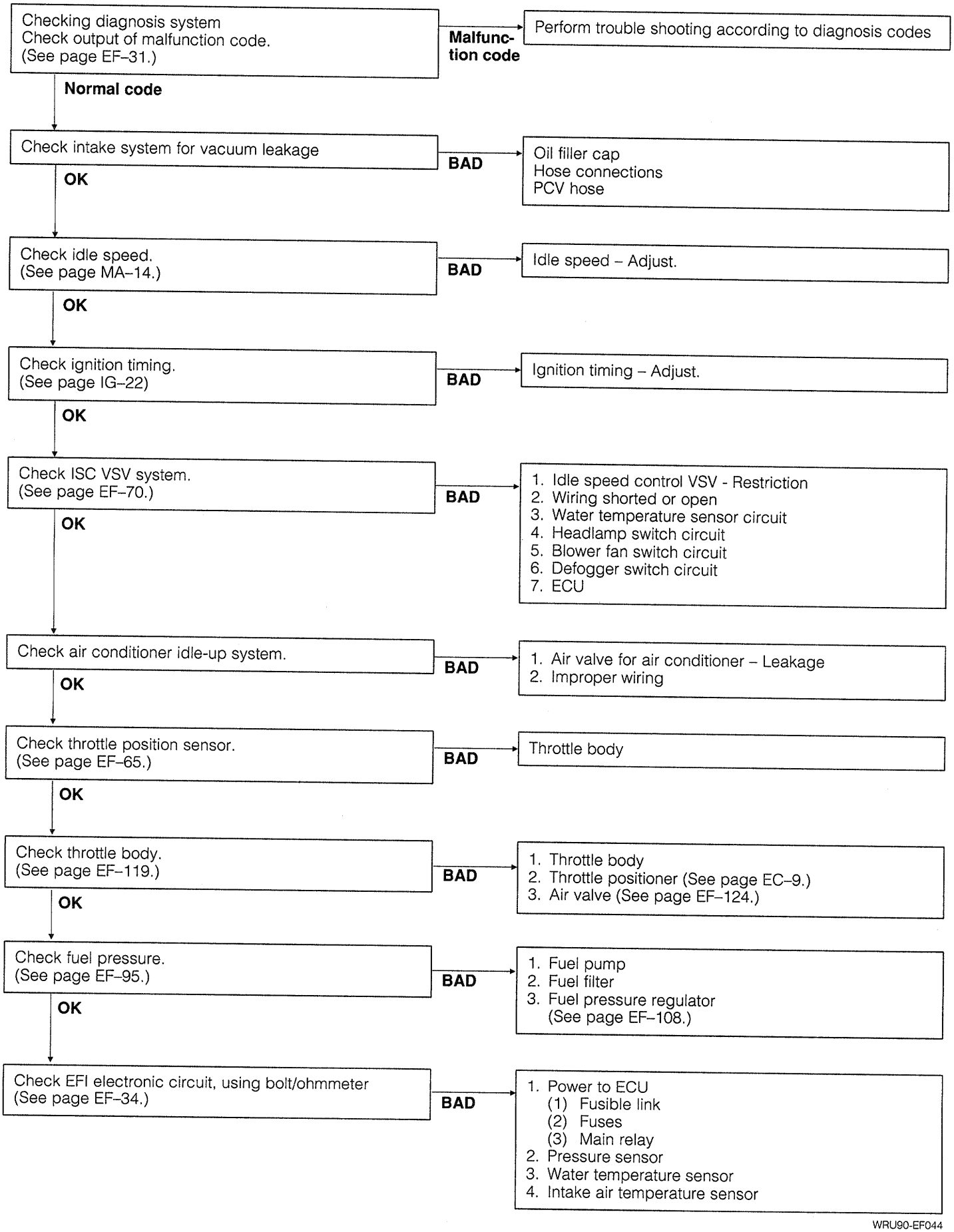
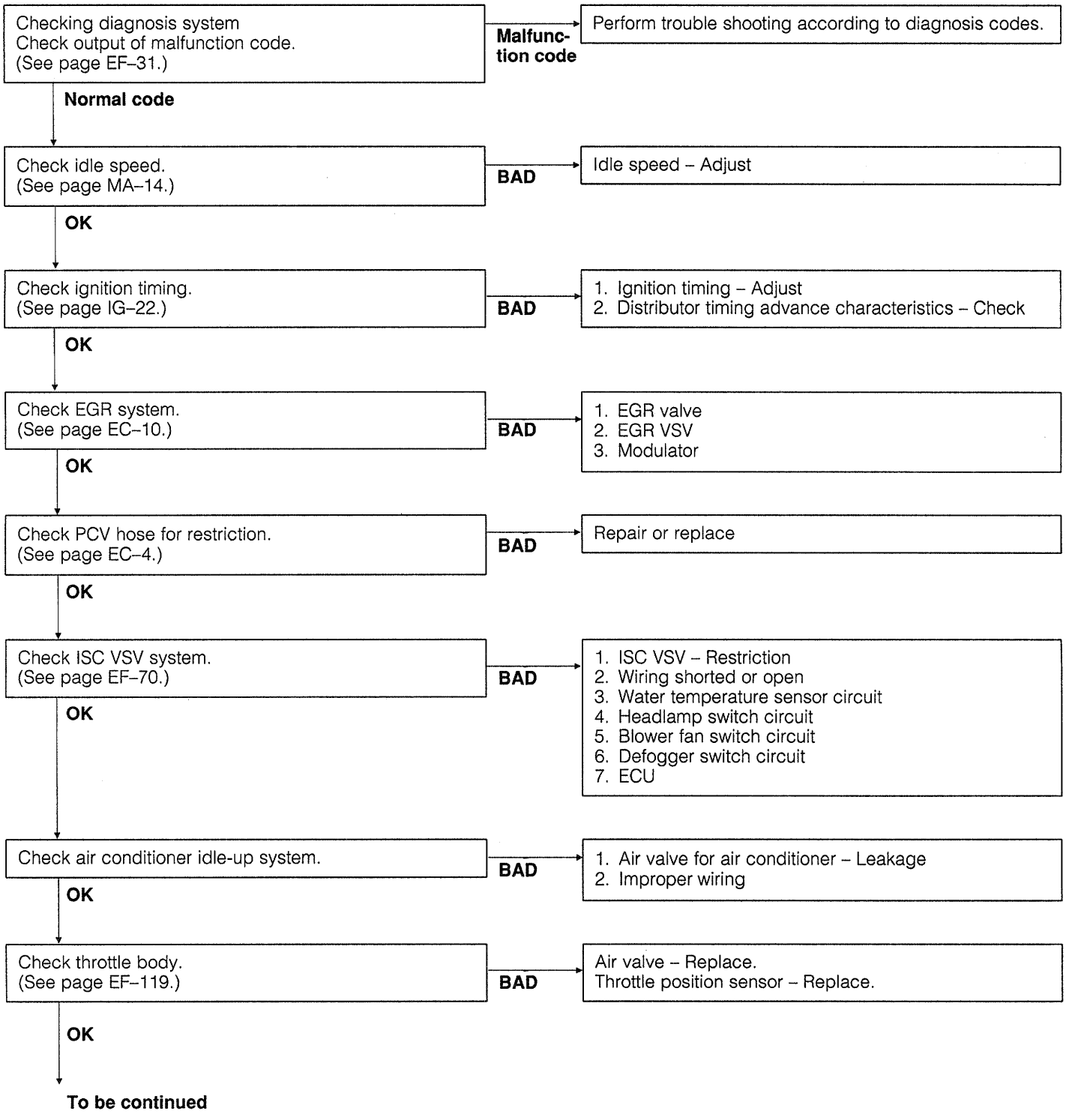

Check fuel pressure.
(See page EF–95.)
BAD
1. Fuel tank
2. Fuel pump
3. Fuel filter
4. Fuel pressure regulator
(See page EF–108.)
OK
Check fuel flow rate.
(See page EF–115.)
BAD
1. Fuel pump
2. Fuel filter
OK
Check injector operating sound.
(See page EF–115.)
BAD
1. Injector wiring(s) between ECU and injector
2. Injectors
OK
Check injectors fuel flow rate.
(See page EF–117.)
BAD
Injector – Injection condition/leakage
OK
Check EFI electronic circuit, using volt/ohmmeter.
(See page EF–34.)
BAD
1. Power to ECU
(1) Fusible link
(2) Fuses
(3) Main relay
2. Pressure sensor
3. Water temperature sensor
4. Intake air temperature sensor
WRU90-EF043

Symptom .... Engine idle speed too high



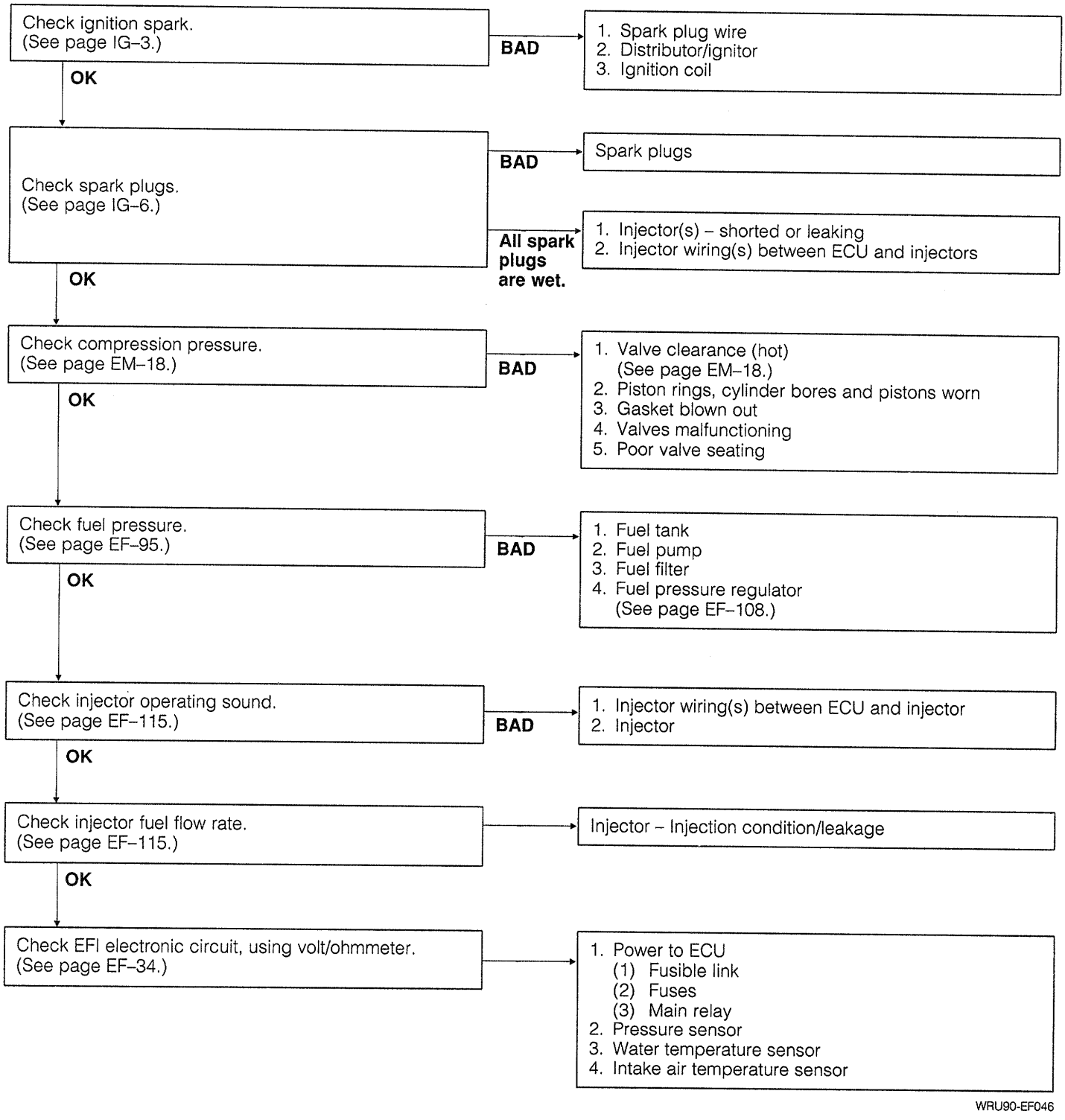
WRU90-EF044

Symptom .... Engine idle speed too low and/or rough idling

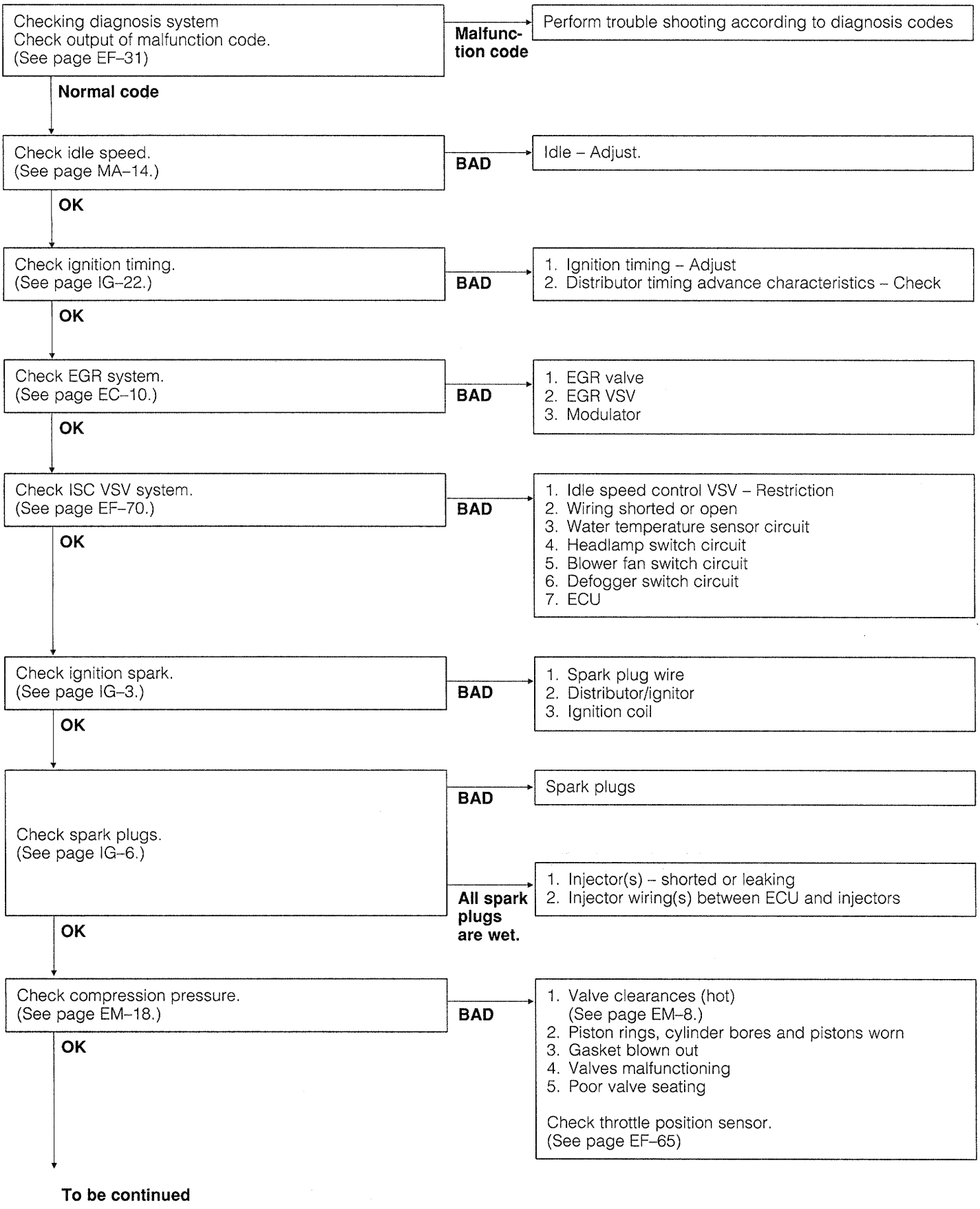


WRU90-EF045

(Cont'd)

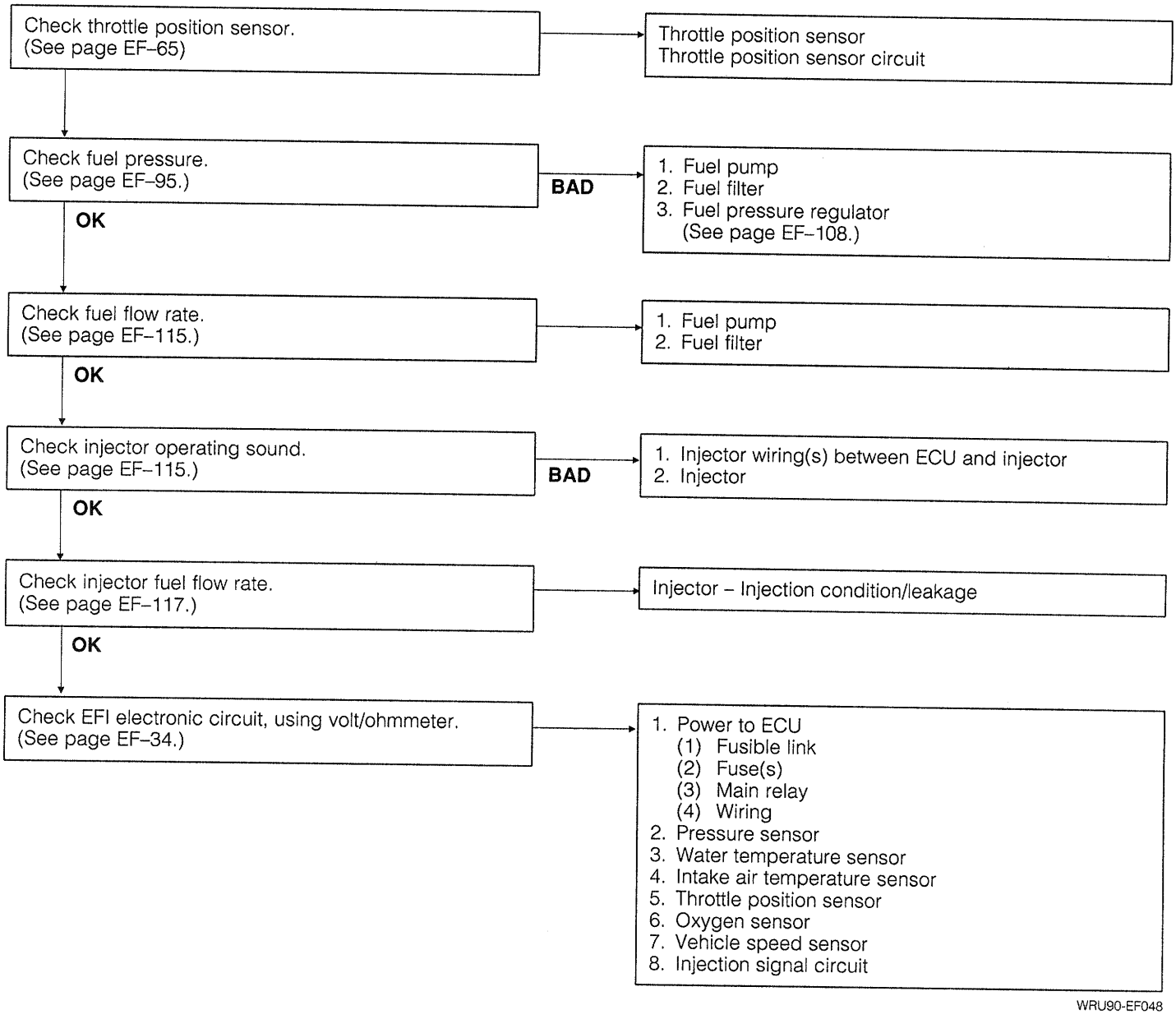

Check ignition spark.
(See page IG–3.)
BAD
1. Spark plug wire
2. Distributor/ignitor
3. Ignition coil
OK
Check spark plugs.
(See page IG–6.)
BAD
Spark plugs
All spark plugs are wet.
1. Injector(s) – shorted or leaking
2. Injector wiring(s) between ECU and injectors
OK
Check compression pressure.
(See page EM–18.)
BAD
1. Valve clearance (hot)
(See page EM–18.)
2. Piston rings, cylinder bores and pistons worn
3. Gasket blown out
4. Valves malfunctioning
5. Poor valve seating
OK
Check fuel pressure.
(See page EF–95.)
BAD
1. Fuel tank
2. Fuel pump
3. Fuel filter
4. Fuel pressure regulator
(See page EF–108.)
OK
Check injector operating sound.
(See page EF–115.)
BAD
1. Injector wiring(s) between ECU and injector
2. Injector
OK
Check injector fuel flow rate.
(See page EF–115.)
Injector – Injection condition/leakage
OK
Check EFI electronic circuit, using volt/ohmmeter.
(See page EF–34.)
1. Power to ECU
(1) Fusible link
(2) Fuses
(3) Main relay
2. Pressure sensor
3. Water temperature sensor
4. Intake air temperature sensor
WRU90-EF046

Symptom .... Poor driveability



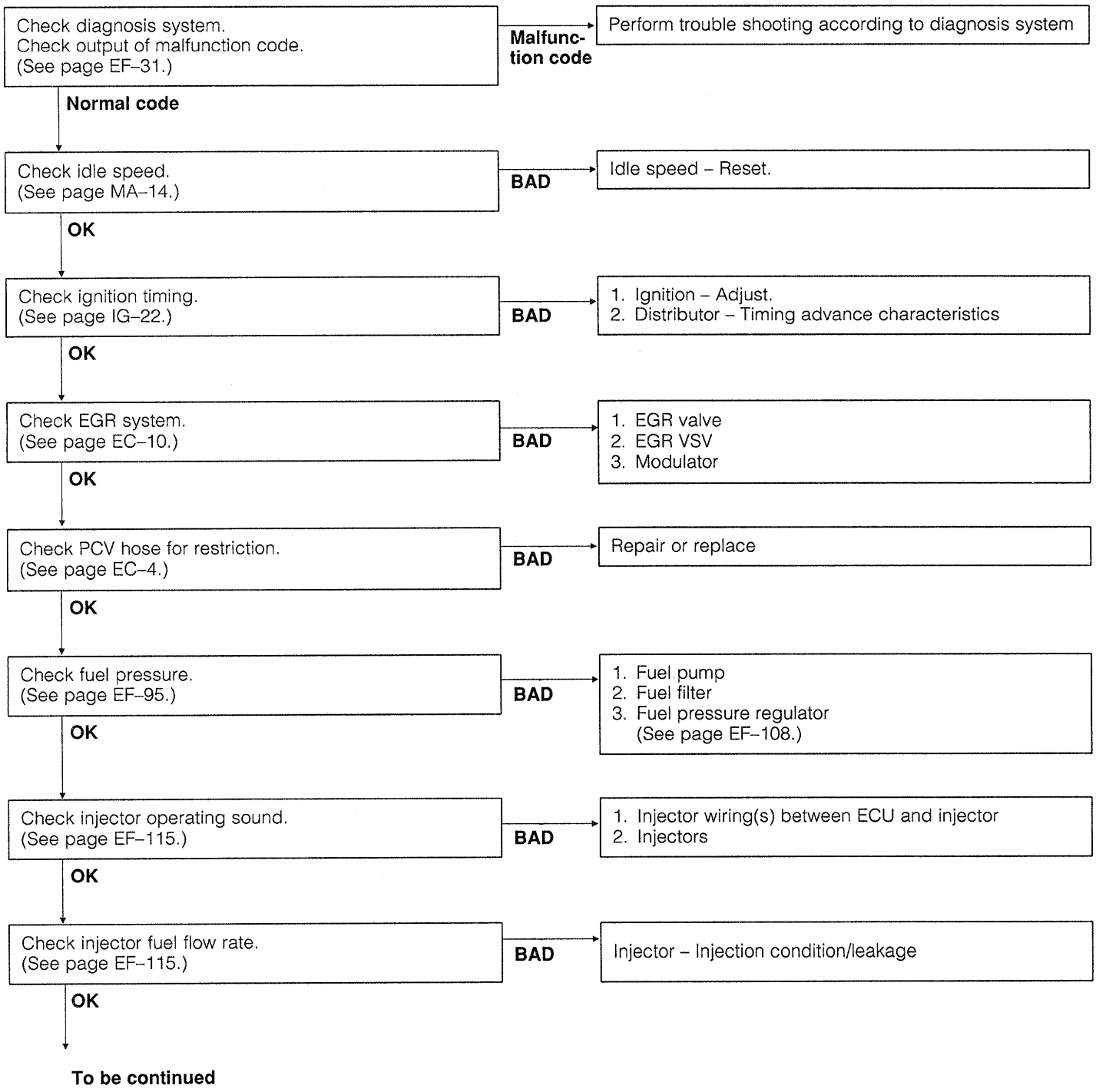
WRU90-EF047

(Cont'd)



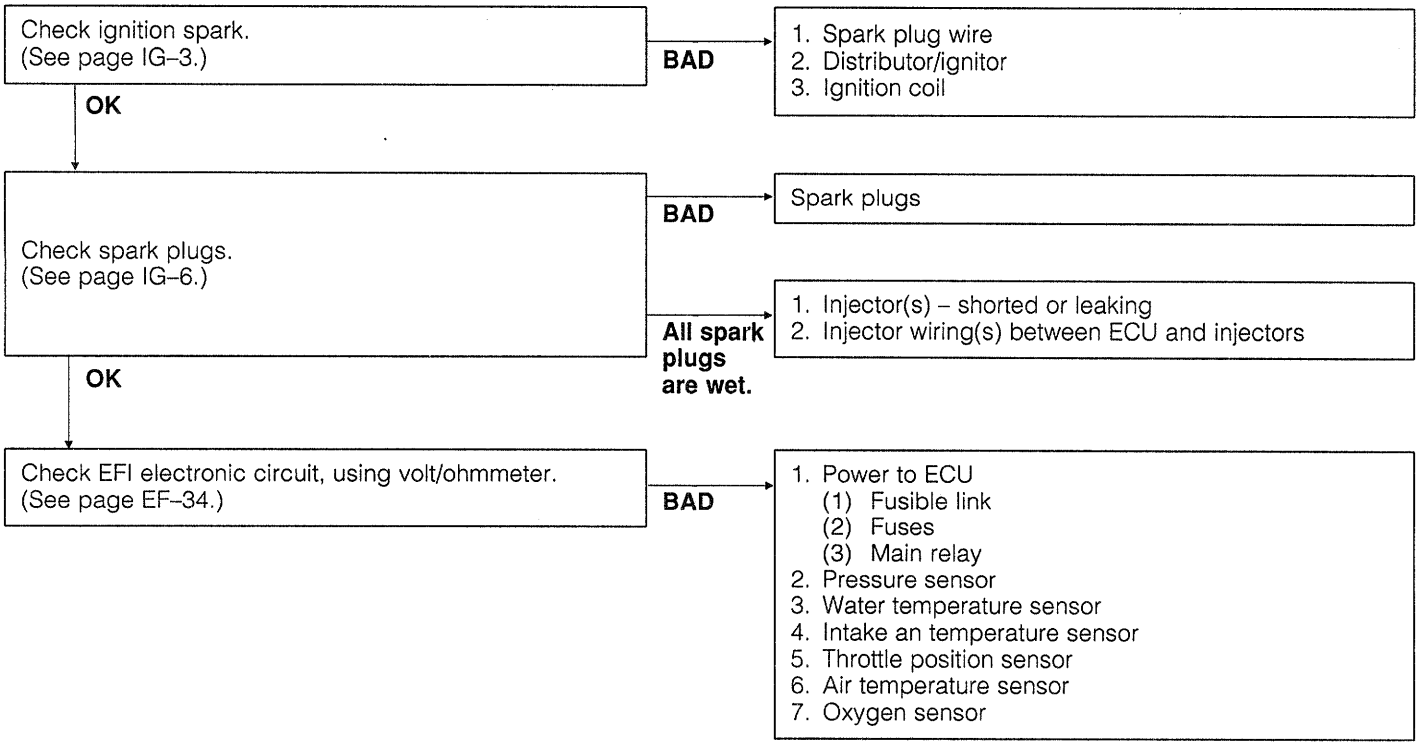
WRU90-EF048

Symptom .... Backfire (Lean fuel mixture)



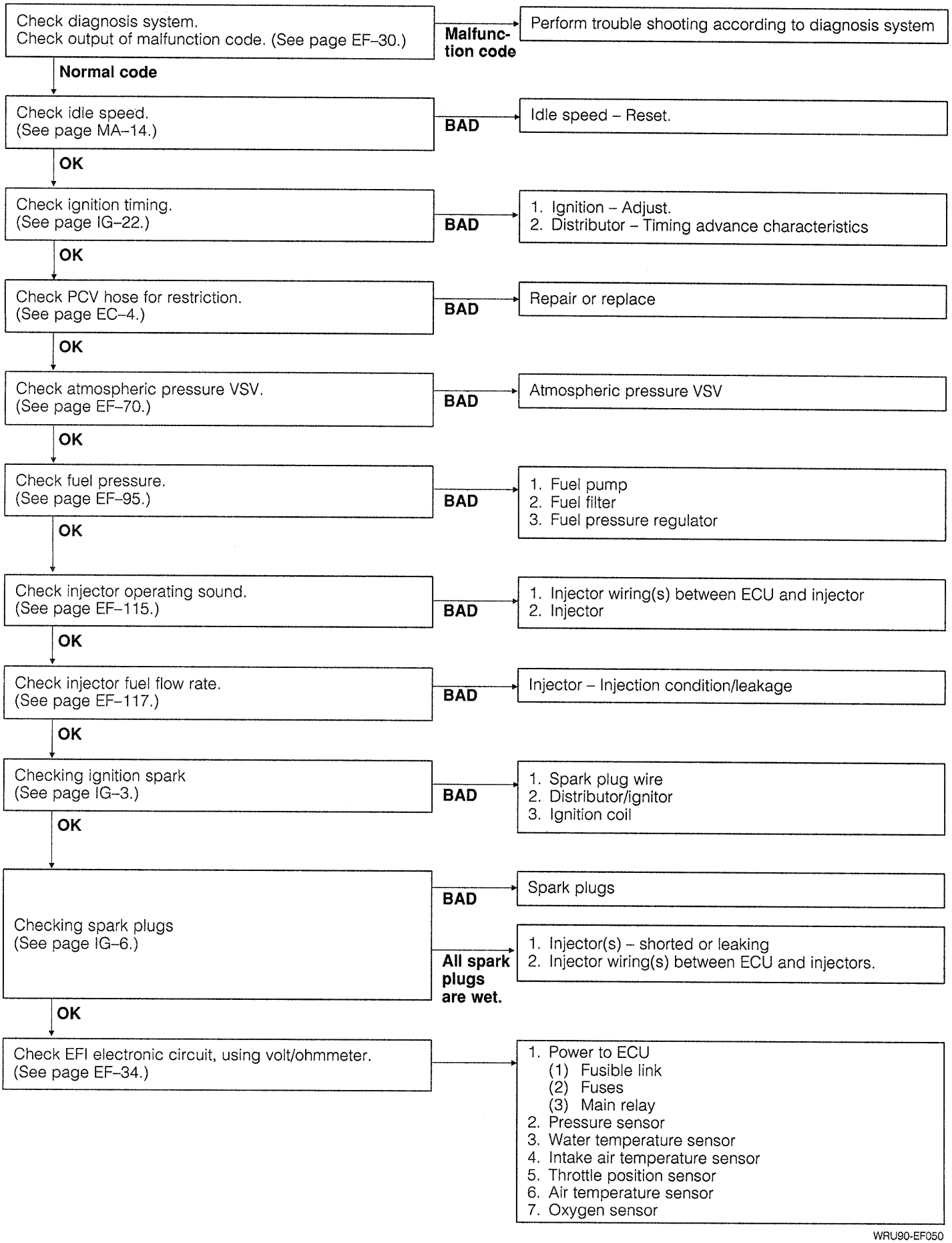
To be continued

(Cont'd)



WRU90-EF049

Symptom .... Afterfire (Rich mixture – Misfire)



WRU90-EF050

DIAGNOSIS SYSTEM

DESCRIPTION

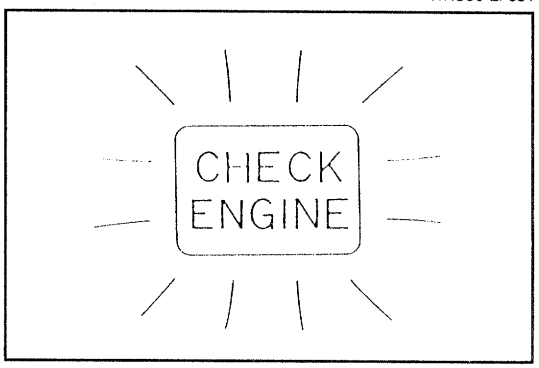
A self-diagnosis system is built in the ECU. If any abnormality should occur in the signal systems of various sensors, the self-diagnosis system memorizes the malfunction code number in the ECU. In respect to important abnormalities, the check engine lamp at the instrument panel goes on, thus warning the driver of the abnormality.
When the abnormality is cleared, the check engine lamp goes out.
When the Test terminal of the check terminal is shorted with the ground terminal, the malfunction code number that has been memorized in the ECU will be indicated in a form of flashing of the check engine lamp in the instrument panel.
This memorized malfunction code number is erased when the battery ground cable is disconnected from the negative (–) terminal of the battery, or when the back-up fuse in the relay block assembly is disconnected with the ignition key switch turned OFF.

Check of "Check Engine" Warning Light

1. When the ignition switch is turned ON, the check engine lamp goes on.
   (Engine is under a stopped state.)
   If not, see page EF–33.
2. When the engine starts, the check engine lamp goes off.

If the check engine lamp remains illuminated, it indicates that the diagnosis system has detected system malfunctions.

WRU90-EF051



WRU90-EF052

Output of Diagnosis Codes

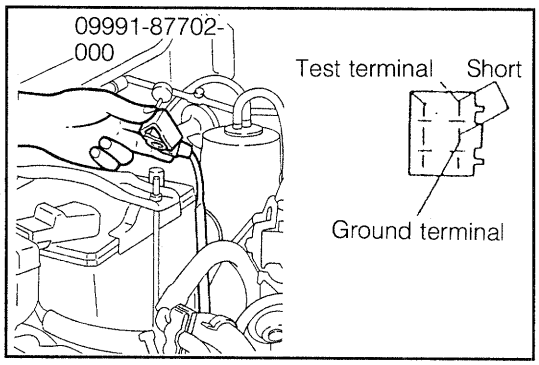
1. Initial conditions
   (1) Battery voltage of 11 volts or more
   (2) Throttle valve fully closed
   (3) All accessory switches turned OFF

WRU90-EF053

2. Short the Test terminal of the check terminal with the ground terminal, using the following SST.
   SST: 09991-87702-000

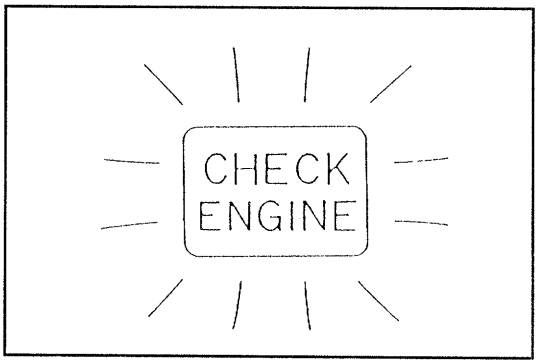
   NOTE:
   The check terminal is located at the right side fender panel of the engine compartment.

   CAUTION:
   Care must be exercised to ensure that no connection is made on terminals except for those specified.



WRU90-EF054

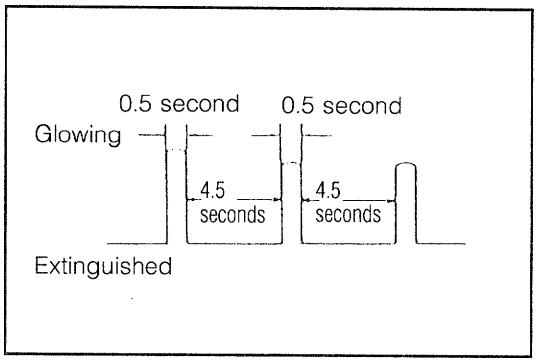
3. Set the ignition switch to ON position. At this time, be careful not to start the engine.
4. Read the diagnosis code by observing the flashing number of the check engine lamp.
   NOTE:
   If the check engine lamp fails to flash, it is likely that the ECU is malfunctioning. Hence, proceed to inspection of diagnosis system circuit.



WRU90-EF055

Output form of diagnosis code

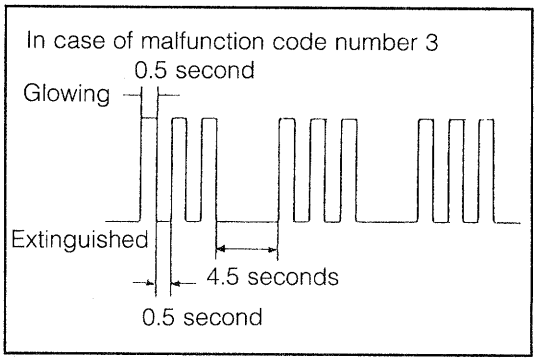
(1) Indication of normal code number
(Code number 1 – normal function)
The check engine lamp glows for 0.5 second, 4.5 seconds later after the ignition key switch has been turned ON. After a lapse of 4.5 seconds, the check engine lamp again glows for 0.5 second. Then, this pattern will be repeated.



WRU90-EF056

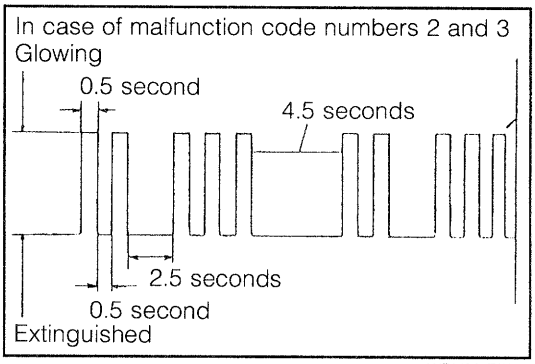
(2) Indication of malfunction code number

- When a single malfunction code is indicated:
The check engine lamp repeats glowing the same times as the number of the malfunction code at intervals of 0.5 second, 4.5 seconds later after the ignition key switch is turned ON. After a lapse of 4.5 seconds, the check engine lamp again repeats glowing the same times as the number of the malfunction code at intervals of 0.5 second. Then, this pattern will be repeated.



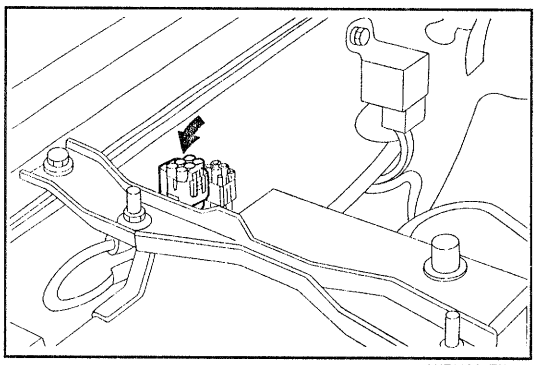
WRU90-EF057

- When plural malfunction code numbers are indicated:
The check engine lamp repeats glowing the same times as the number of the first malfunction code at intervals of 0.5 second, 4.5 seconds later after the ignition key switch is turned ON. After a lapse of 2.5 seconds, the check engine lamp repeats glowing the same times as the number of the next malfunction code at intervals of 0.5 second.
The memorized code numbers are indicated in the sequence of code number, starting from a smaller number.
The indication of the malfunction codes is repeated 4.5 seconds later after the memorized code numbers have been indicated.



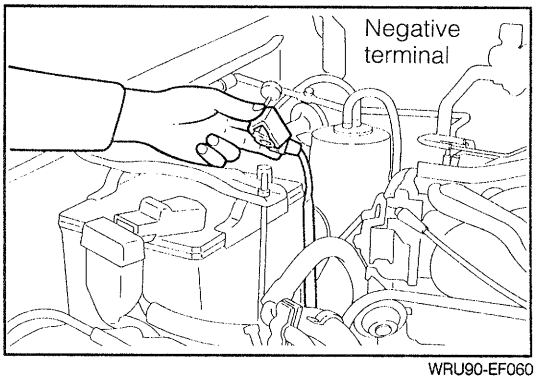
WRU90-EF058

5. After the diagnosis codes have been read, remove the SST from the check terminal.
6. Install the cap on the check terminal.


WRU90-EF059

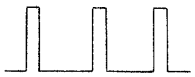
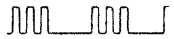
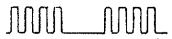
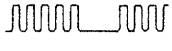
Cancelling Diagnosis Code

To erase the diagnosis codes memorized in the ECU after malfunctions have been repaired, disconnect the battery ground cable from the negative (–) terminal of the battery. For at least 10 seconds with the ignition switch turned OFF. [When ambient temperature is about 20°C (68°F).]



WRU90-EF060

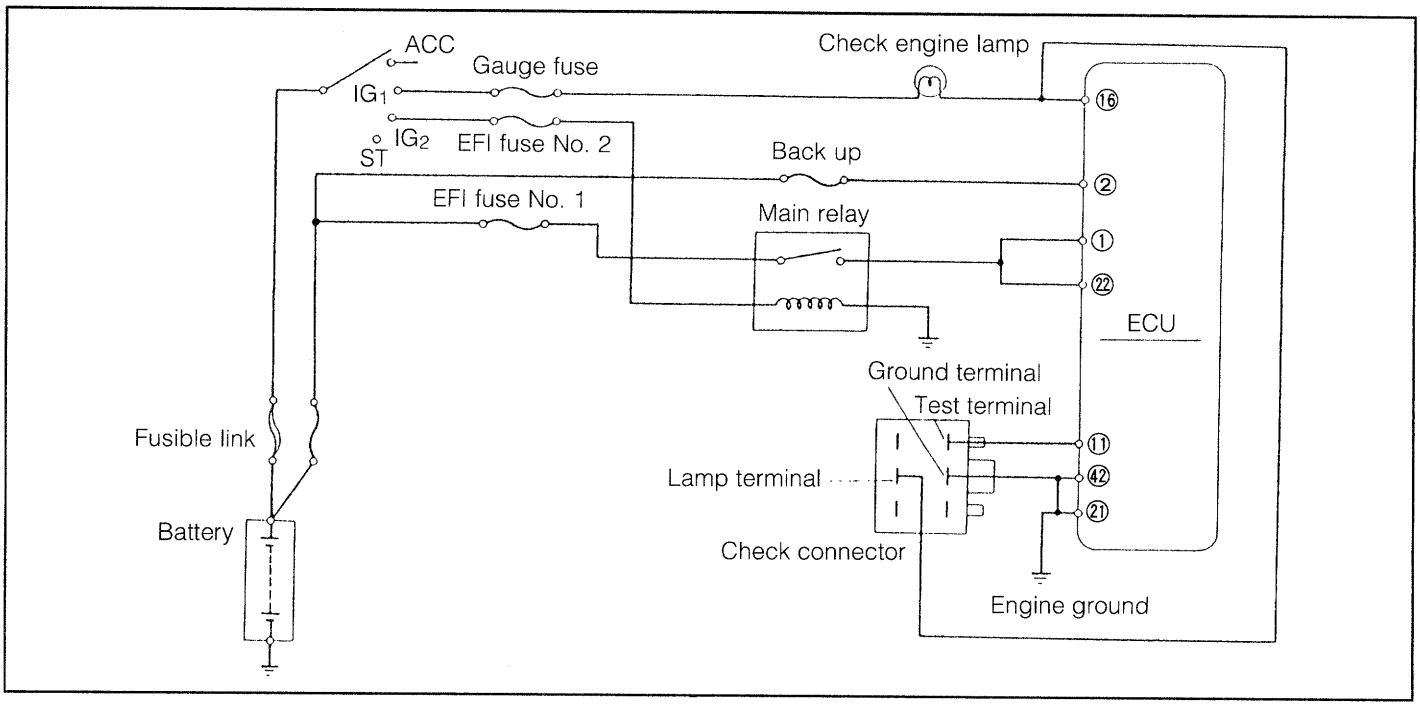
DIAGNOSIS CODE

Code No.	Number of glowing of check engine lamp	Diagnosis item	Diagnosis contents	Trouble area	Reference page
1		Normal	—	—	—
2		Pressure sensor	When the input signal from the pressure sensor deviates from the specified value:	• Pressure sensor • Pressure sensor circuit • ECU	EF–67 EF–42
3		Ignition signal	When the ignition signal fails to be inputted:	• Distributor • Ignitor • Ignition coil • Ignition system circuit • ECU	EF–44 IG– 8
4		Water temperature sensor	When the input signal from the water temperature sensor deviates from the specified value:	• Water temperature sensor • Water temperature sensor circuit • ECU	EF–60 EF–45
5		Oxygen sensor signal	When the input signal from the oxygen sensor fails to be inputted under the certain conditions:	• Oxygen sensor • Oxygen sensor circuit • ECU	EF–82 EF–46
7		Throttle position sensor	When both idle switch and power switch enter "ON" conditions:	• Throttle position sensor • Throttle position sensor circuit • ECU	EF–65 EF–47
8		Intake air temperature sensor	When the input signal from the intake air temperature sensor deviates from the specified value:	• Intake air temperature sensor • Intake air temperature sensor circuit • ECU	EF–63 EF–50
9		Vehicle speed sensor	When the input signal from the vehicle speed sensor fails to be inputted under the certain conditions:	• Vehicle speed sensor • Vehicle speed sensor circuit • ECU	EF–51
10		Starter signal	When the input signal from the starter fails to be inputted, until the certain conditions are satisfied: However, it should be noted that this code may be memorized when vehicle is started by being pushed.	• Starter • Starter circuit • ECU	ST– 3 EF–52
11		Switch signal	When even one of the following conditions is satisfied with the test terminal shorted with the ground terminal: • when the air conditioner is functioning. • when idle switch is turned OFF.	• Air conditioner system • Throttle position sensor • Throttle position sensor circuit • ECU	EF–65 EF–53
12		EGR control system	When it is judged that the EGR control system is not functioning normally under the certain conditions:	• EGR valve • Modulator • EGR VSV • Water temperature sensor	EF–76 EF–60

Code No.	Number of glowing of check engine lamp	Diagnosis item	Diagnosis contents	Trouble area	Reference page
15		Air-to-fuel ratio (rich fail)	When the feedback function performs reduction compensation beyond the specified level:	• Injector circuit • Injector • Fuel pressure • Pressure regulator • Pressure sensor • Water temperature sensor • Water temperature sensor circuit • Intake air temperature sensor • Intake air temperature sensor circuit	EF–115 EF–115 EF–108 EF– 95 EF– 60 EF– 45 EF– 63 EF– 50
16		Air-to-fuel ratio (lean fail)	When the feedback function performs increase compensation below the specified level:	• Injector circuit • Injector • ECU • Fuel pressure • Pressure regulator • Pressure sensor • Water temperature sensor • Water temperature sensor circuit • Intake air temperature sensor • Intake air temperature	EF–115 EF–115 EF– 95 EF–108 EF– 60 EF– 65 EF– 63 EF– 50

WRU90-EF061

INSPECTION OF DIAGNOSIS SYSTEM CIRCUIT



NOTE:
When checking continuity between terminals, first install the SST (09842-87704-000). Then, check continuity between the SST terminals. (See page EF–34)

WRU90-EF062

1st step

Ensure that check engine lamp goes on when ignition switch is turned ON.
(Engine is in a stopped condition.)

YES → System is normal.

NO

Ensure that check engine lamp goes on when lamp terminal at check connector is shorted with ground terminal.

YES → Check that there is continuity between ECU terminal ㉑ and body ground, ECU terminal ㊷ and body ground, and ECU terminal ⑯ and lamp terminal in check connector.

OK → Check ECU. (See page EF–84.)

BAD

Repair or replace.

NO

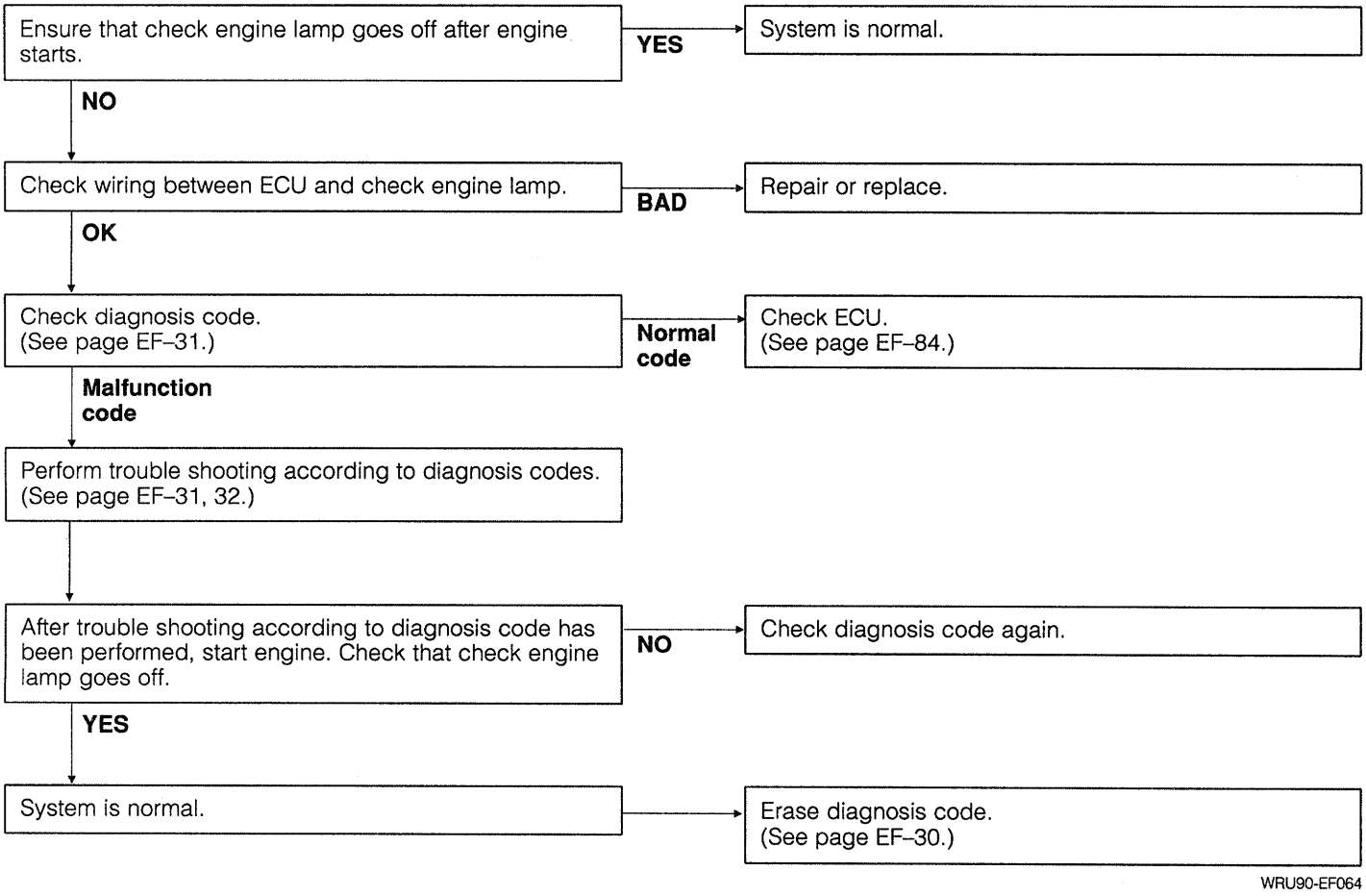
Check bulb, fuse and wiring between ECU and ignition switch.

BAD

Repair or replace.

WRU90-EF063

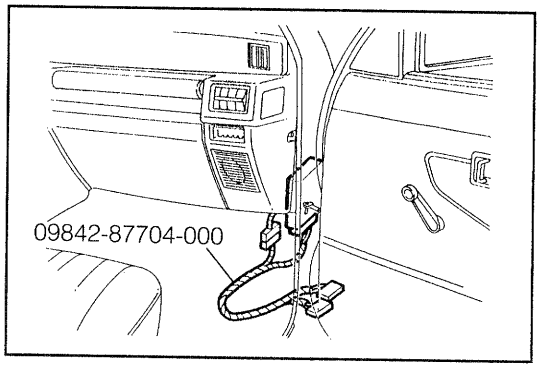
2nd step



WRU90-EF064

TROUBLE SHOOTING BY MALFUNCTION CODES

PREPARATION OF TROUBLE SHOOTING



1. Disconnect the battery ground cable from the negative (–) terminal of the battery.
2. Remove the ECU cover.
3. Disconnect the engine harness from ECU.
4. Connect the following SST between the engine wire and the ECU.
   SST: 09842-87704-000
5. Reconnect the battery ground cable to the negative (–) terminal of the battery.

CAUTION:

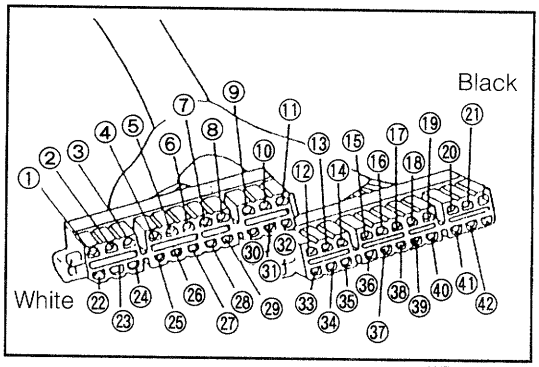
- After completion of the inspection, before the SST is removed, be sure to disconnect the battery ground cable from the negative (–) terminal of the battery.
- After the engine harness has been connected to the ECU, reconnect the battery ground cable to the negative (–) terminal of the battery.
- Before using the SST, be sure to check to see if short or open wire exists between the terminals.

WRU90-EF065

CHECK PROCEDURE FOR EFI SYSTEM

NOTE:

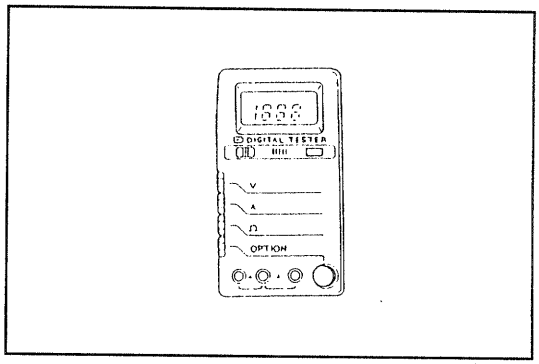
1. The EFI circuit can be checked by measuring the resistance and voltage at the SST terminals.
2. The voltage check should be conducted under a condition where all connectors are connected.
3. Prior to the check, ensure that the battery voltage is 11V or more when the ignition switch is turned ON.
4. If any problem is encountered during this check, see the section under "Trouble Shooting for EFI Electronic Circuit with Volt/Ohmmeter."



WRU90-EF066

CAUTION:

- For the trouble shooting, use a volt/ohmmeter whose internal impedance is more than 10 kΩ/V.
  Use of a volt/ohmmeter whose internal resistance is 10 kΩ/V or less may cause ECU malfunction and/or misjudgment.
- No terminal except for the specified terminal should be connected. Failure to observe this caution may cause ECU malfunction.

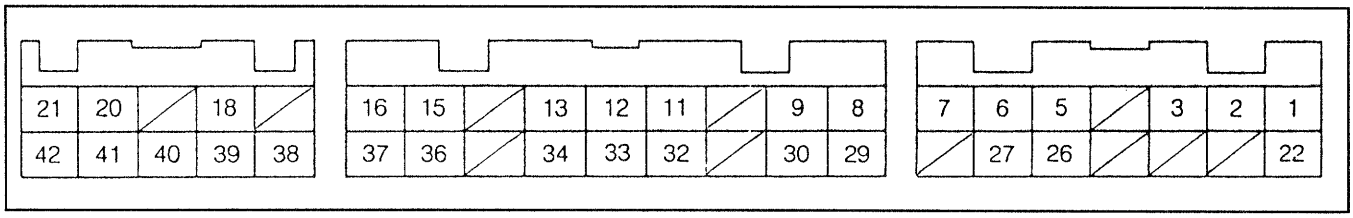


WRU90-EF067

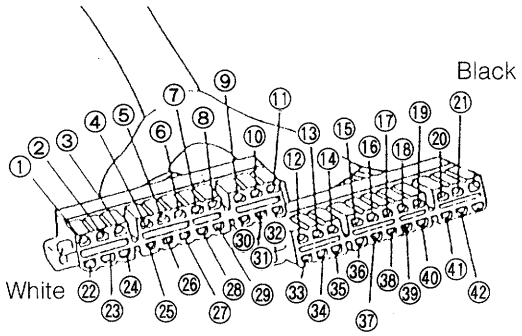
ECU CONNECTORS

The figure below shows the arrangement of the ECU connector terminals.

ECU side



SST side



WRU90-EF068

Table Showing ECU Connections

Terminal code	Contents of connection	Terminal code	Contents of connection
1	Main relay (Power supply)	22	Main relay (Power supply)
2	Battery (Backup power supply)	23	
3	Ignition coil primary voltage	24	
4		25	
5	Pressure sensor power supply	26	Oxygen sensor
6	Pressure sensor	27	Intake air temperature sensor
7	Cooling water temperature sensor	28	
8	Vehicle speed sensor	29	Operation system ground (Engine)
9	Electrical load (Headlamp and defogger)	30	Electrical load (Blower fan)
10		31	
11	Check connector (Test terminal)	32	Throttle position switch (Power switch)
12	Throttle position switch (Idle switch)	33	Stop lamp
13	Starter	34	Air conditioner magnet switch
14		35	
15	Oxygen sensor feedback check terminal	36	Operation system ground
16	Check engine lamp	37	Fuel pump relay
17		38	Pressure VSV
18	EGR VSV	39	System ground
19		40	Idle speed control VSV
20	Injector	41	Injector
21	Actuator drive ground (Engine)	42	Actuator drive ground (Engine)

WRU90-EF069

Voltage at ECU wiring connectors

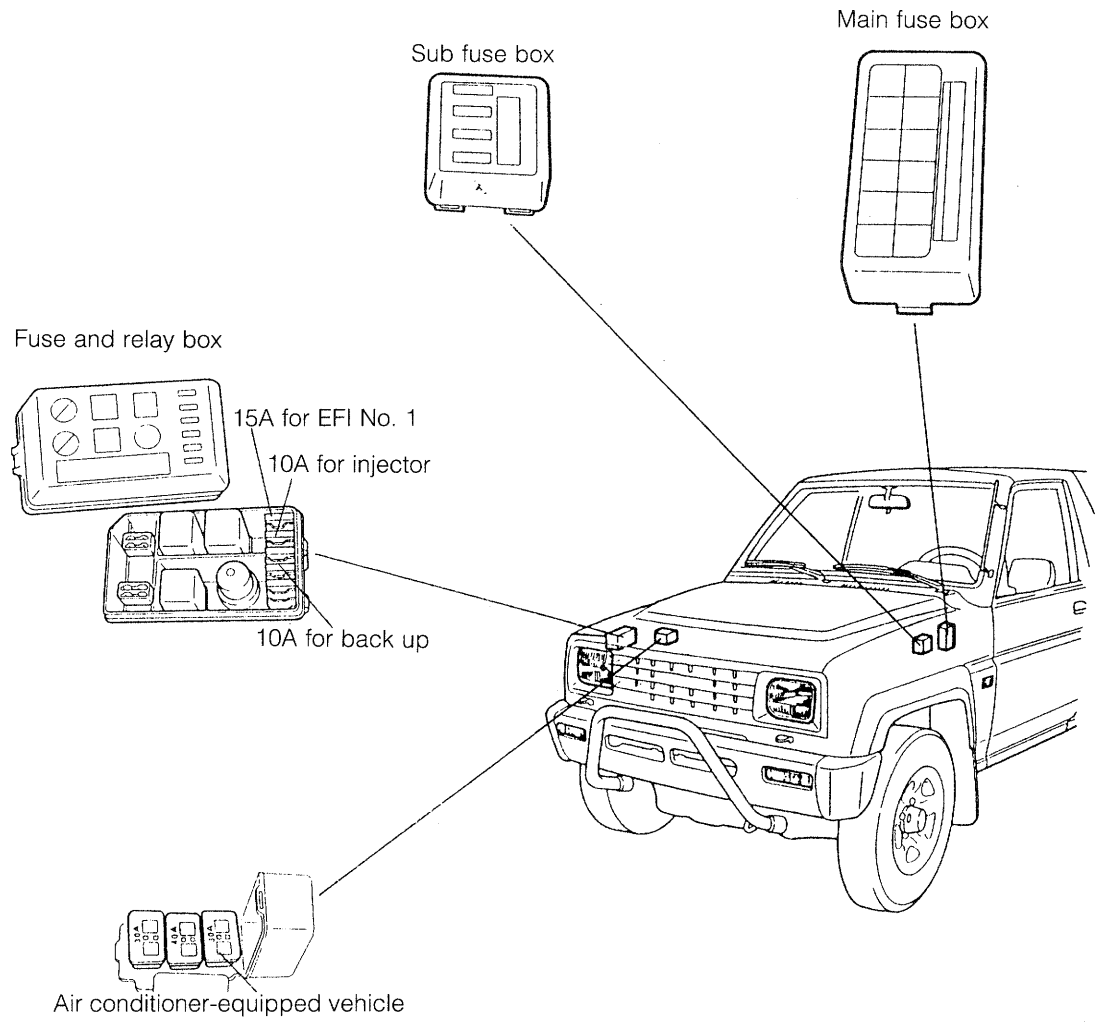
Measure voltage between SST terminals shown in the table below.

No.	Terminals	STD voltage	Condition		See page
1	① — ㊴ Ground ㉒ — ㊴ Ground	Approx. battery voltage	Ignition switch ON		EF–39
	② — ㊴ Ground		At all time		
2	⑤ — ㊱ Ground	4.5 - 5.5 V	Ignition switch ON		EF–42
	⑥ — ㊴ Ground	3.2 - 4.0 V	Ignition switch ON	Atmospheric pressure 760 mmHg (29.9 inchHg)	
3	③ — ㊴ Ground	Approx. battery voltage	Ignition switch ON	Engine at stopped state	EF–44
4	⑦ — ㊴ Ground	0.4 - 0.65 V	Ignition switch ON	When cooling water temperature is 80°C (176°F):	EF–45
5	㉖ — ㊴ Ground	Voltage changes more than 8 times within 10 seconds.	Ignition switch ON	When engine speed is held at 3000 rpm for two minutes after engine has been fully warmed up:	EF–46
7	⑫ — ㊴ Ground	Less than 5V	Ignition switch ON	Throttle valve fully closed	EF–47
		Approx. battery voltage	Ignition switch ON	Throttle valve fully opened	
	㉜ — ㊴ Ground	Approx. battery voltage	Ignition switch ON	Throttle valve fully closed	
		Less than 5 V	Ignition switch ON	Throttle valve fully opened	
8	㉗ — ㊴ Ground	1.5 - 3.0 V	Ignition switch ON	When air temperature inside intake manifold is 20°C (68°F):	EF–50
9	⑧ — ㊴ Ground	0 - Approx. battery voltage	Ignition switch ON	Voltages change takes place 4 times when vehicle is moved 1.5 m (4.93 ft).	EF–51
10	⑬ — ㊴ Ground	More than 6 V	When ignition switch is set to ST position:		EF–52
11	㉞ — ㊴ Ground	Approx. battery voltage	When engine is operating and compressor magnet clutch of air condition is energized:		EF–53
	⑫ — ㊴ Ground	Less than 5V	Ignition switch ON	Throttle valve fully closed	
		Approx. battery voltage		Throttle valve fully opened	
12	⑱ — ㊴	Approx. battery voltage	Ignition switch ON	When engine is operating and cooling water temperature is 40°C (104°F) or below:	EF–78
		Less than 3V	Ignition switch ON	When engine is operating and cooling water temperature is 40°C (104°F) or more:	

WRU90-EF070

TROUBLE SHOOTING EFI ELECTRONIC CIRCUIT WITH VOLT/OHMMETER

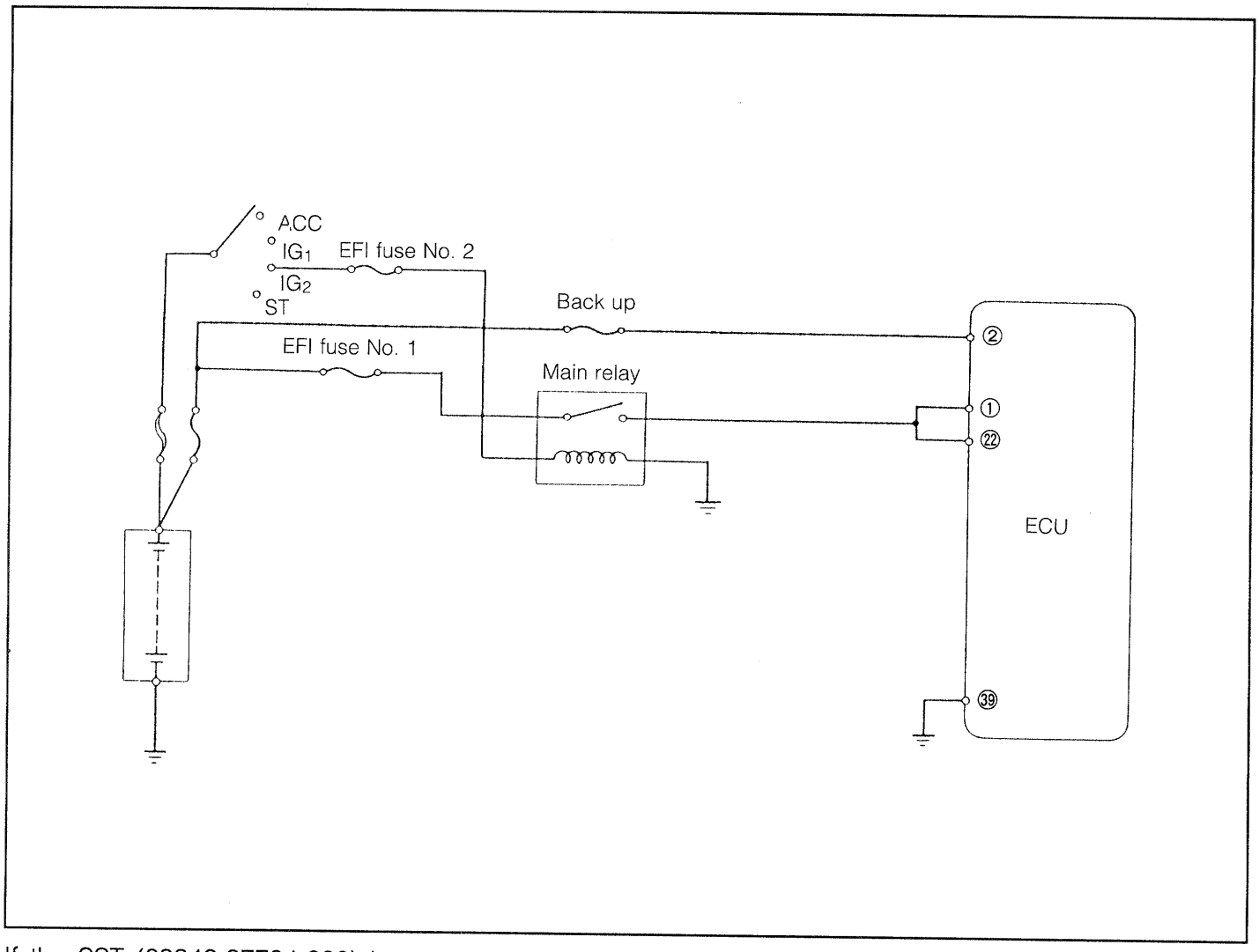
NOTE:
The trouble shooting procedures described in this section are ones designed for the inspection for each system. Hence, they may differ from actual trouble shooting procedure.
However, it is advisable that the basic approach to trouble shooting is based on the procedure described in this manual.
Before you start the inspection, it is a best practice to first make simple checks of the fuses, fusible links and conditions of the connectors.
The following trouble shooting procedure has been prepared on the assumption that troubles are caused by short circuits or open circuits of external components of the computer or short circuits inside the computer.
If engine malfunctions persist even when the terminal voltages of the ECU connectors are normal, the ECU may be faulty. Try the trouble shooting using a new ECU.
However, even when the trouble is solved after the ECU has been replaced, it is imperative to confirm that the trouble was actually attributed to the old ECU by installing the old ECU again.
When you perform the inspection of wirings, see the section under "Harness & Wiring Diagram."



WRU90-EF071

No.	Terminals	Trouble	Condition	STD voltage
1	① — ㊴ Ground ㉒ — ㊴ Ground	No standard voltage	Ignition switch ON	Approx. battery voltage
	② — ㊴ Ground		At all time (But, voltage drops during engine starting period)	

WRU90-EF072



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF073

① or ㉒ — ㊴

[1] There is no specified voltage between SST terminals ① or ㉒ and ㊴.

↓

[2] Check that there is specified voltage between SST terminal ① or ㉒ and body ground when ignition switch is turned ON.

NO → **YES**

YES → Check between ECU terminal ㊴ and body ground.

BAD → Repair or replace.

NO → Check fuses, fusible link and wiring harness.

OK → Check ignition switch.

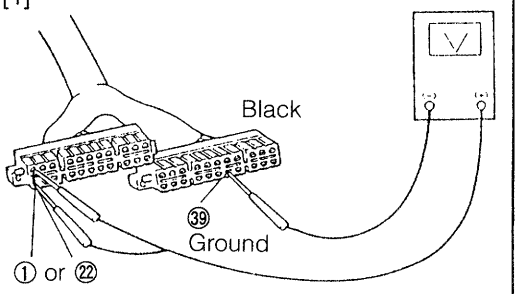
BAD → Repair or replace.

OK → Check EFI main relay. (See page EF-56.)

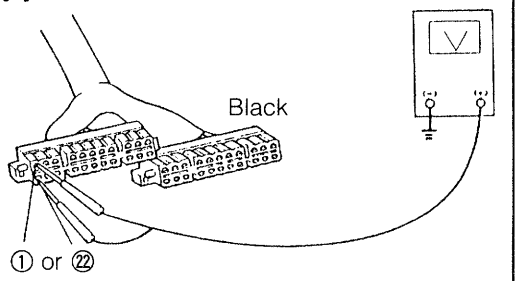
BAD → Repair or replace.

OK → Check ECU. (See page EF-84.)

[1]



[2]



WRU90-EF074

② — ㊴

[1] There is no specified voltage between SST terminals ② and ㊴.

[2] Check that there is specified voltage between terminal ② and body ground.

NO

YES

[3] Check wiring between SST terminal ㊴ and body ground.

BAD

Repair or replace.

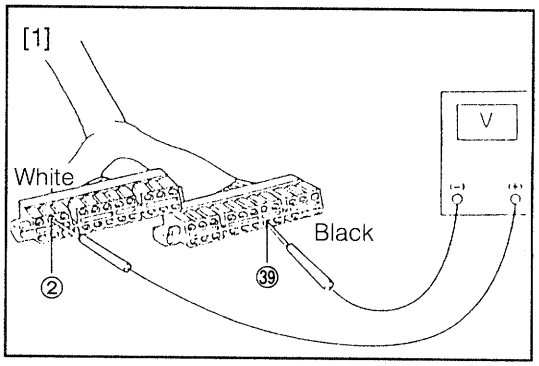
Check fuses, fusible link and wiring harness.

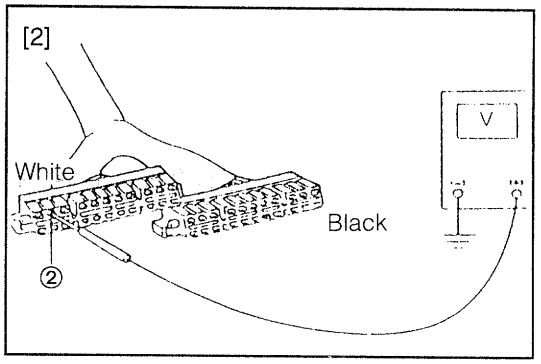
OK

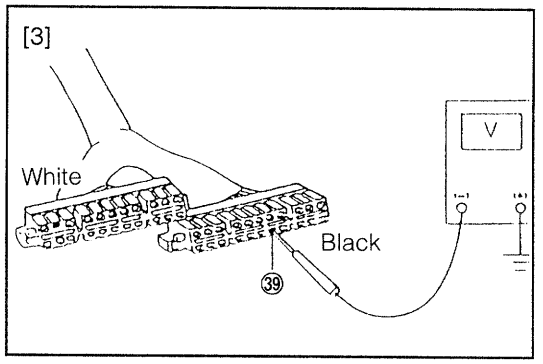
BAD

Repair or replace.

Check ECU. (See page EF-84.)



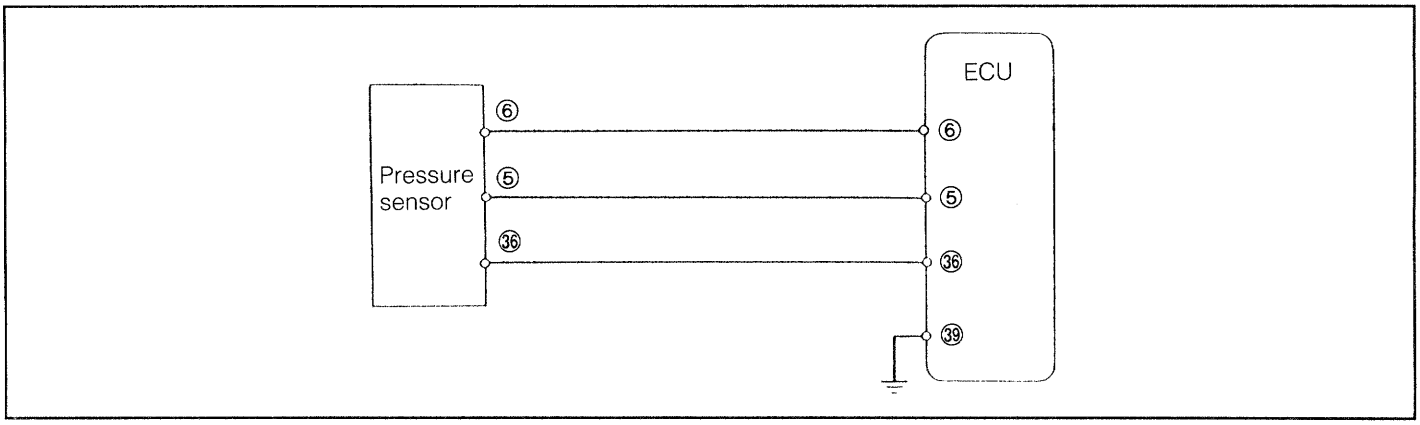




WRU90-EF075

No.	Terminals	Trouble	Condition		STD voltage
2	⑤ — ㊱ Ground	No voltage	Ignition switch ON		4.5 - 5.5 V
	⑥ — ㊴ Ground	No standard voltage	Ignition switch ON	When atmospheric pressure of 760 mmHg (29.9 inchHg) exists:	3.2 - 4.0 V

WRU90-EF076



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

⑤ — ㊱

[1] There is no specified voltage between SST terminals ⑤ and ㊱.

↓

[2] Check that there is specified voltage between SST terminals ① or ㉒ and ㊴.

↓ **OK** → **BAD** → Refer to trouble shooting No. 1. (See page EF–39.)

↓ **BAD** → Repair or replace.

↓ Check wiring between ECU and pressure sensor.

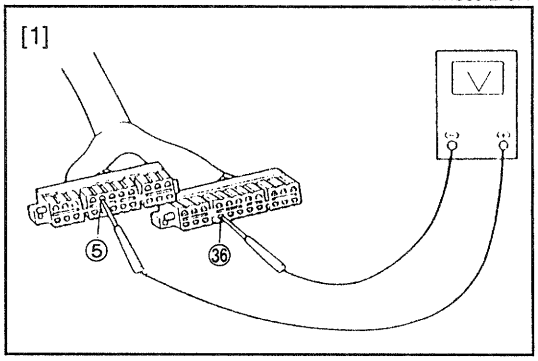
↓ **OK** → **BAD** → Repair or replace.

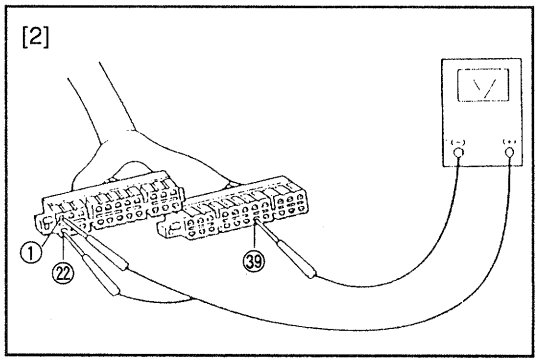
↓ Check pressure sensor. (See page EF–67.)

↓ **OK** → **BAD** → Repair or replace.

↓ Check ECU. (See page EF–84.)

WRU90-EF077





WRU90-EF078

⑥ — ㊴

[1] There is no specified voltage between SST terminals ⑥ — ㊴.

[2] Check that there is specified voltage between SST terminals ⑤ and ㊱.

OK

BAD

Refer to ⑤ — ㊱ trouble section.
(See page EF–42.)

BAD

Repair or replace.

Check wiring between ECU and pressure sensor.

OK

BAD

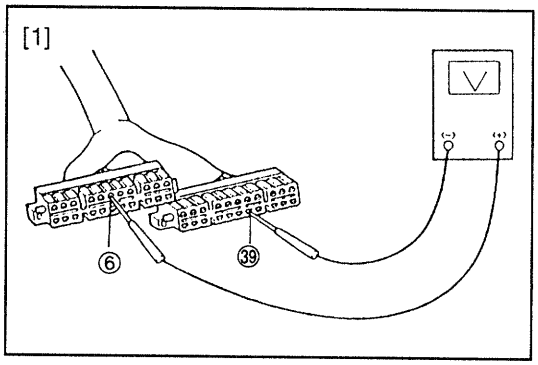
Repair or replace.

Check pressure sensor. (See page EF–67.)

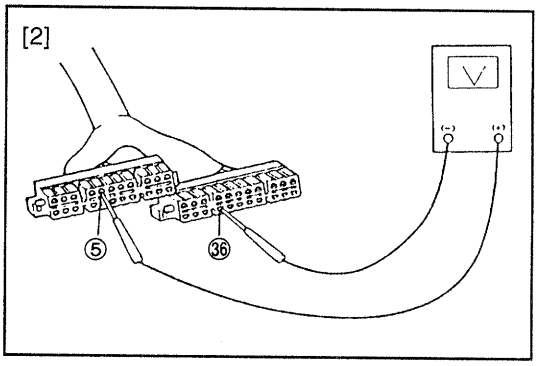
OK

Check ECU. (See page EF–84.)

[1]



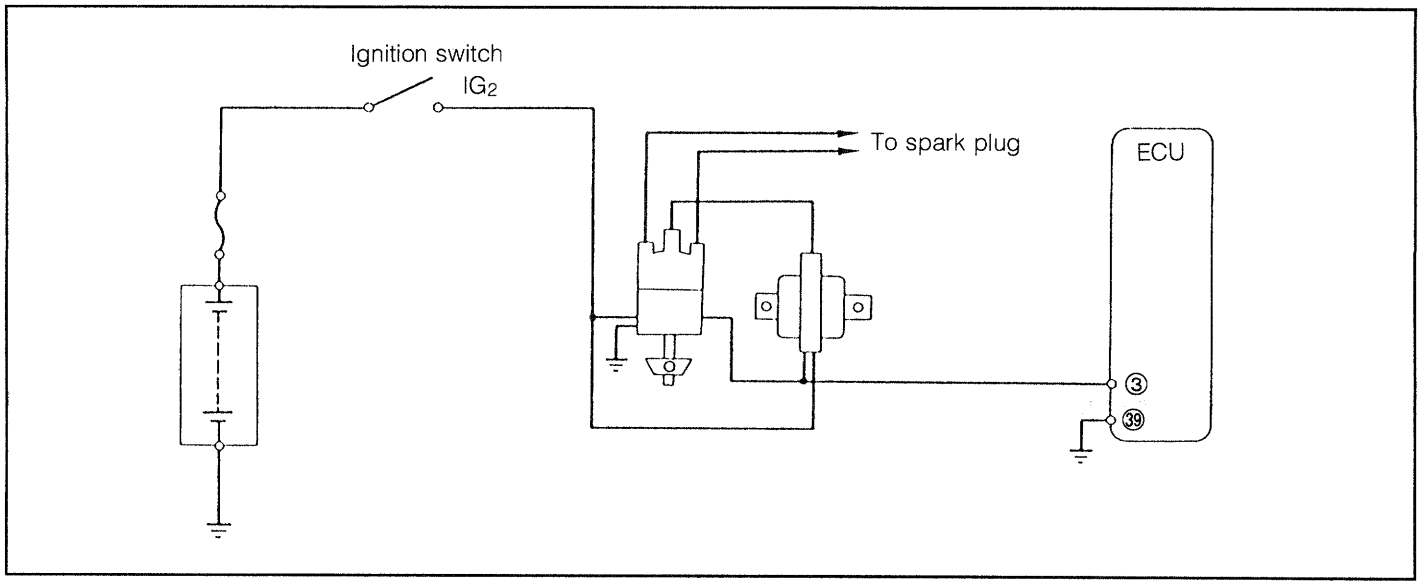
[2]



WRU90-EF079

No.	Terminals	Trouble	Condition	STD voltage
3	③ — ㊴	No voltage	Ignition switch ON (Engine stopped state)	Approx. battery voltage

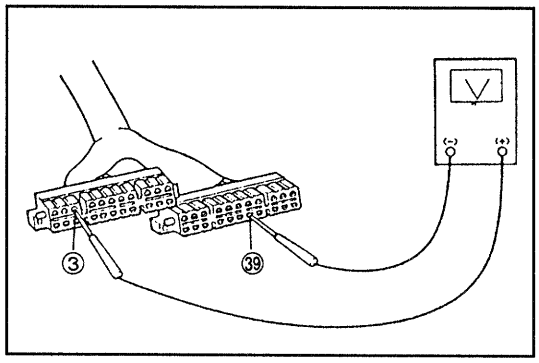
WRU90-EF080



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF081

③ — ㊴



There is no voltage between SST terminals ③ and ㊴

↓

Check wiring between distributor connector positive terminals (+) and SST terminal ③. (Disconnect the IG coil connector.)

↓ **OK** → **BAD** → Repair or replace.

↓

Check ignition system. (See page IG–3.)

↓ **OK** → **BAD** → Repair or replace.

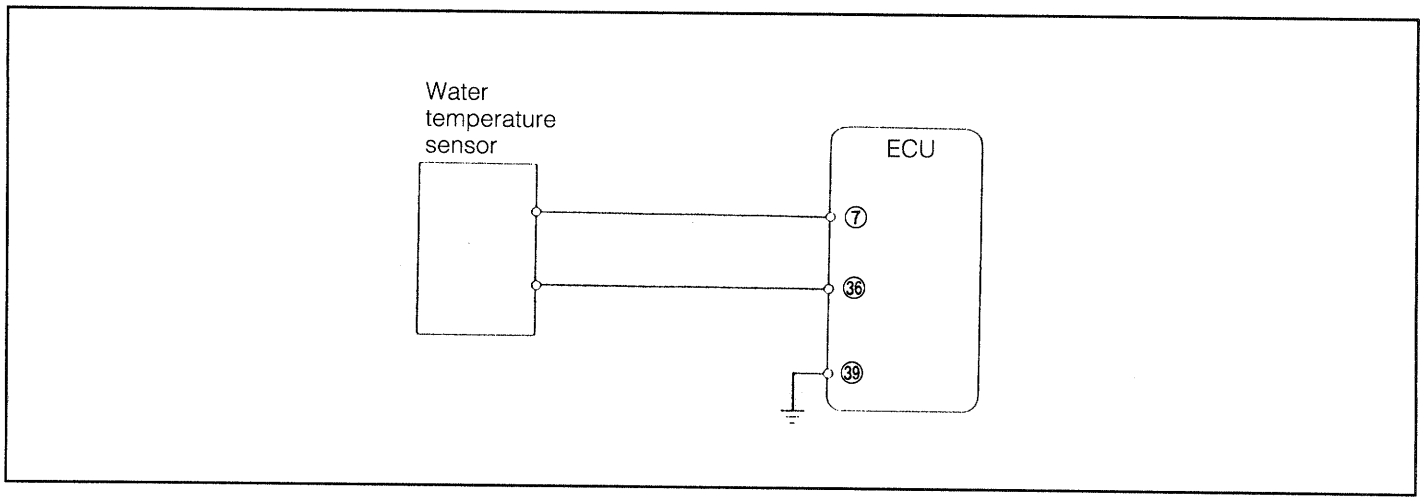
↓

Check ECU. (See page EF–84.)

WRU90-EF082

No.	Terminals	Trouble	Condition		STD voltage
4	⑦ — ㊴ Ground	No specified voltage	Ignition switch ON	When cooling water temperature is 80°C (176°F):	0.4 - 0.65 V

WRU90-EF083



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF084

[1] There is no specified voltage between SST terminals ⑦ and ㊴.

↓

[2] Check that there is voltage between SST terminals ① or ㉒ and ㊴ when ignition switch is turned ON.

OK → ↓

BAD → Refer to (① or ㉒ — ㊴ trouble section No. 1. (See page EF–39.)

↓

Check wiring between ECU and water temperature sensor.

OK → ↓

BAD → Repair or replace.

↓

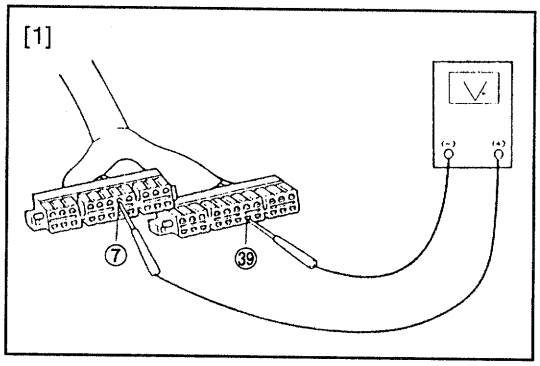
Check water temperature sensor. (See page EF–60.)

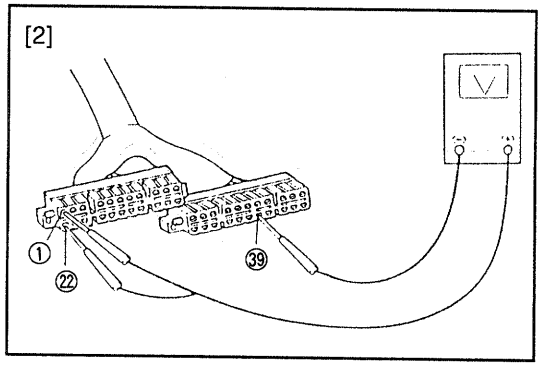
OK → ↓

BAD → Replace water temperature sensor.

↓

Check ECU. (See page EF–84.)

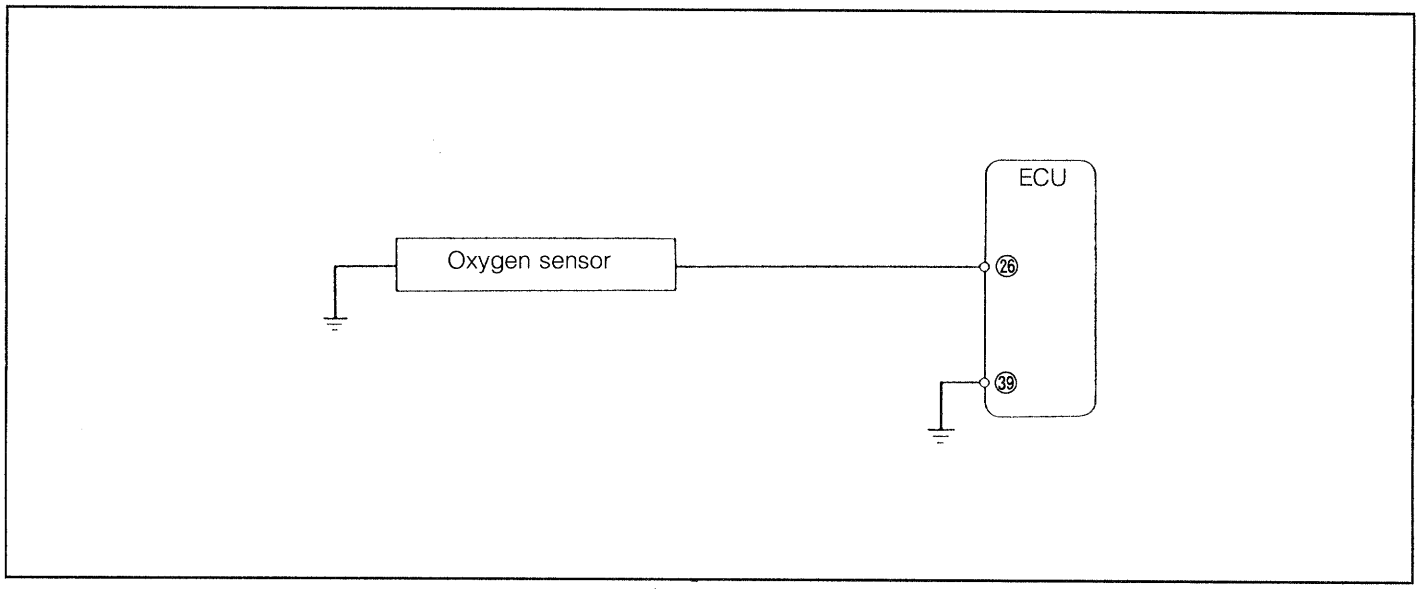




WRU90-EF085

No.	Terminals	Trouble	Condition		STD voltage
5	㉖ — ㊴ Ground	No voltage change	Ignition switch ON	When engine revolution speed is held at 3000 rpm after having warmed up engine fully:	Voltage changes more than 8 times within 10 seconds.

WRU90-EF086



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–34.

WRU90-EF087

There is no change in voltage between SST terminals ㉖ and ㊴.

↓

Check wiring between ECU and oxygen sensor.

OK → ↓

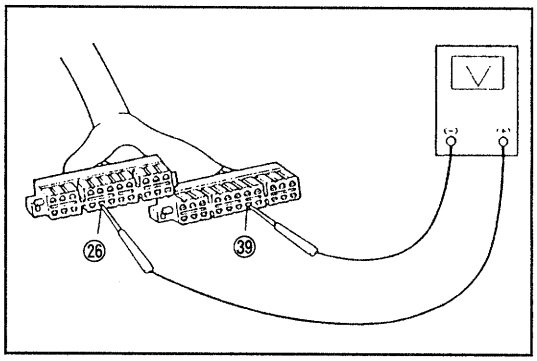
BAD → Repair or replace.

↓

Check oxygen sensor. (See page EF–82.)

OK → ↓

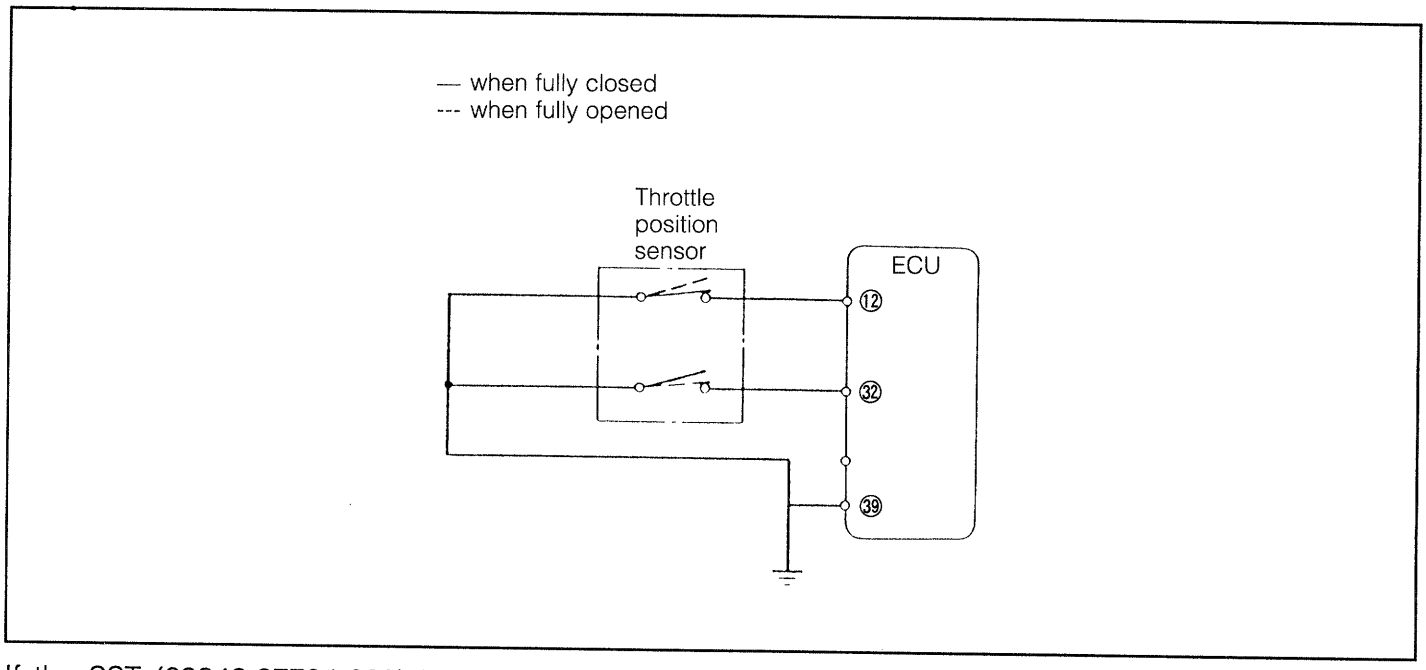
Check ECU. (See page EF–84.)



WRU90-EF088

No.	Terminals	Trouble	Condition		STD voltage
7	⑫ — ㊴ Ground	More than 5 V	Ignition switch ON	Throttle valve fully closed	Less than 5 V
		No voltage	Ignition switch ON	Throttle valve fully opened	Approx. battery voltage
	㉜ — ㊴ Ground	No voltage	Ignition switch ON	Throttle valve fully closed	Approx. battery voltage
		More than 5 V	Ignition switch ON	Throttle valve fully opened	Less than 5 V

WRU90-EF089



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF090

⑫ — ㊴

[1] There is no specified voltage between SST terminals ⑫ and ㊴.

[2] Check that there is voltage between SST terminals ① or ㉒ and ㊴ when ignition switch is turned ON.

OK

BAD

Refer to ① or ㉒ and ㊴ trouble section No. 1. (See page EF–39.)

Check throttle position sensor. (See page EF–65.)

OK

BAD

Replace.

Check wiring between ECU and throttle position sensor.

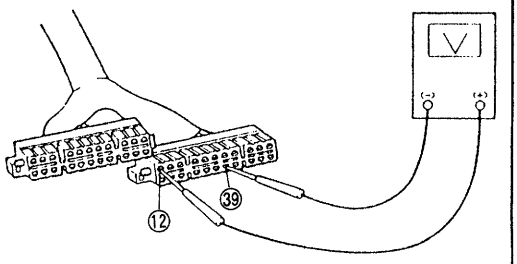
OK

BAD

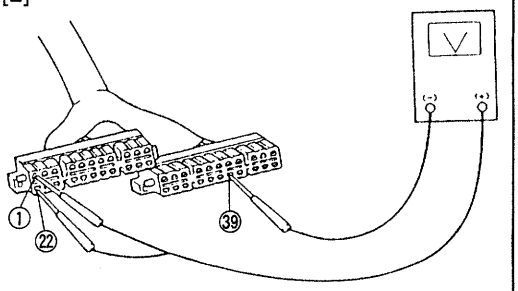
Repair or replace.

Check ECU (See page EF–84.)

[1]



[2]



WRU90-EF091

㉜ — ㊴

[1] There is no specified voltage between SST terminals ㉜ and ㊴.

[2] Check that there is voltage between SST terminals ① or ㉒ and ㊴ when ignition switch is turned ON.

OK

BAD

Refer to ① or ㉒ and ㊴ trouble section No. 1. (See page EF–39.)

Check throttle position sensor. (See page EF–65.)

OK

BAD

Replace.

Check wiring between ECU and throttle position sensor.

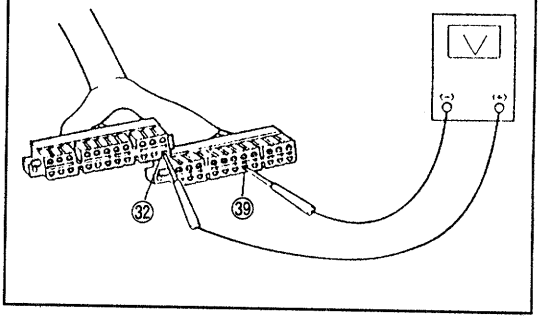
OK

BAD

Repair or replace.

Check ECU. (See page EF–84.)

[1]



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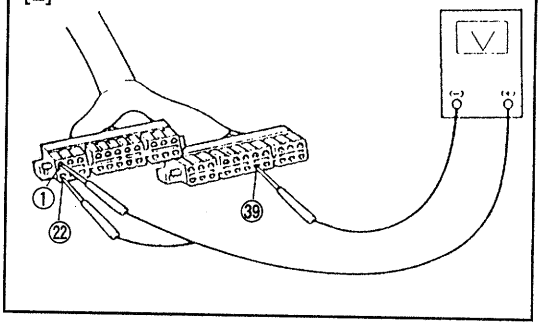
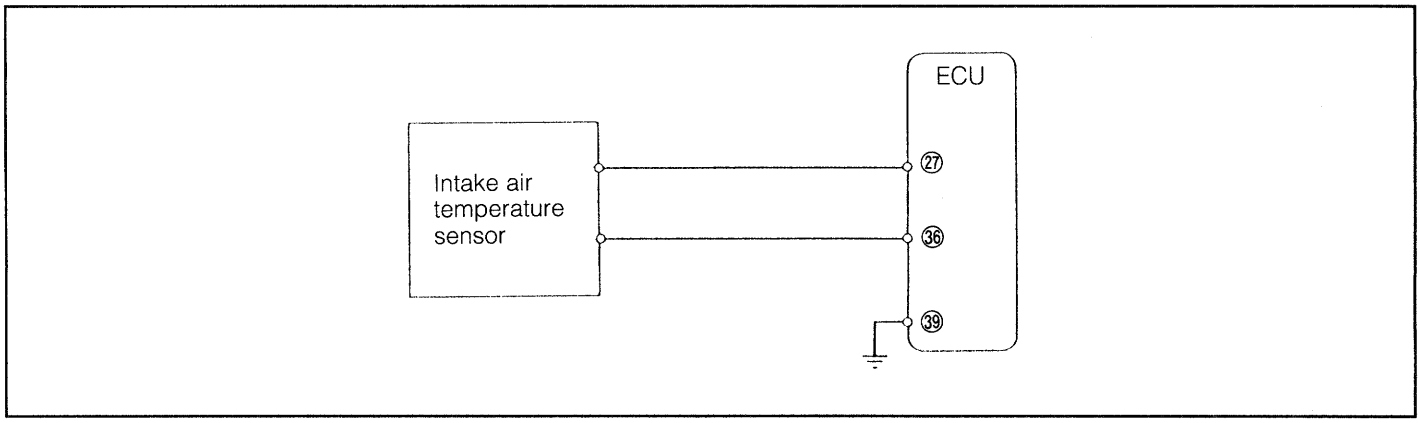


WRU90-EF092

No.	Terminals	Trouble	Condition		STD voltage
8	㉗ — ㊴ Ground	No specified voltage	Ignition switch ON	When air temperature inside intake manifold is 20°C (68°F):	1.5 - 3.0 V

WRU90-EF093



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF094

[1] There is no specified voltage between SST terminals ㉗ and ㊴.

↓

[2] Check that there is voltage between SST terminals ① or ㉒ and ㊴ when ignition switch is turned ON.

OK → ↓

BAD → Refer to ① or ㉒ and ㊴ trouble section No. 1. (See page EF–39.)

↓

Check intake air temperature sensor. (See page EF–63.)

OK → ↓

BAD → Replace intake air temperature sensor.

↓

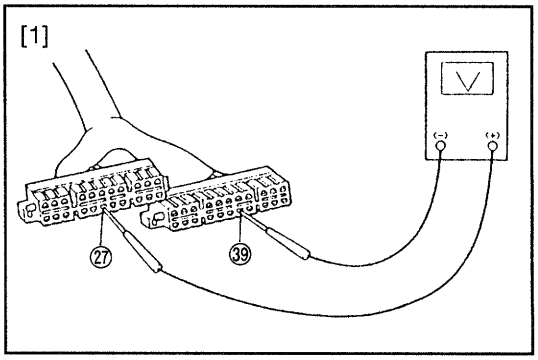
Check wiring between ECU and intake air temperature sensor.

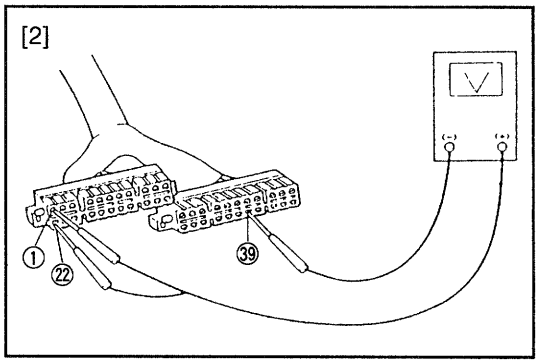
OK → ↓

BAD → Repair or replace.

↓

Check ECU. (See page EF–84.)

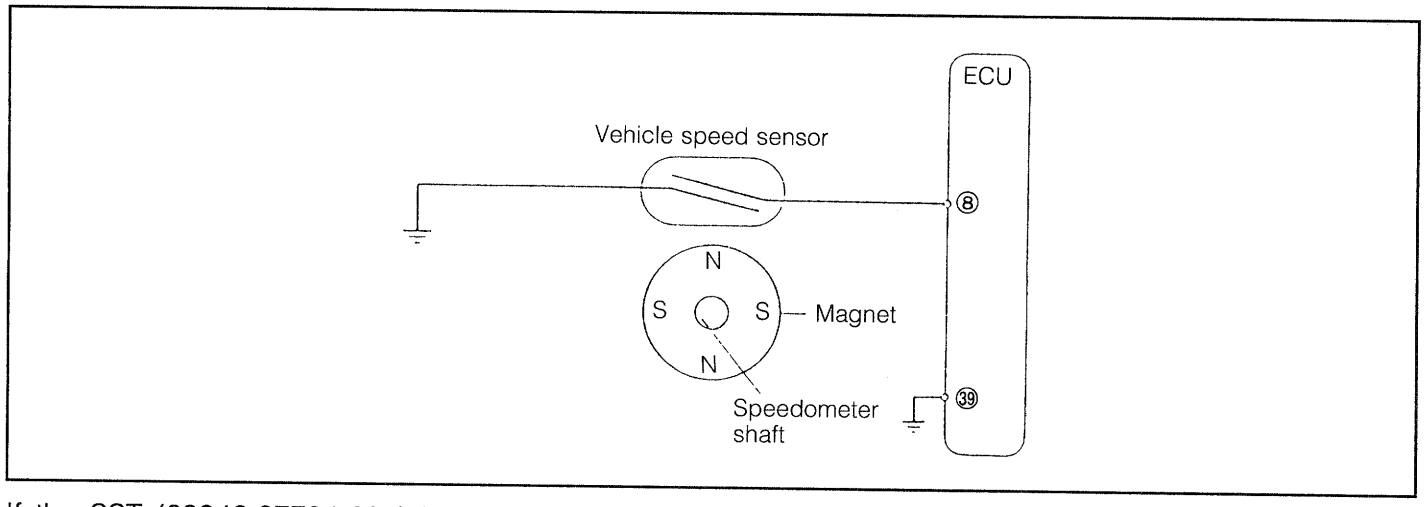




WRU90-EF095

No.	Terminals	Trouble	Condition		STD voltage
9	⑧ — ㊴ Ground	No voltage changes	Ignition switch ON	When vehicle is moved slowly:	0 - Approx. battery voltage

WRU90-EF096



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF097

[1] No change in voltage occurs between SST terminals ⑧ and ㊴ when vehicle is moved slowly with ignition switch turned ON.

[2] Check that there is voltage between SST terminals ① or ㉒ and ㊴ when ignition switch is turned ON.

OK

BAD

Refer to ① or ㉒ and ㊴ trouble section No. 1. (See page EF–39.)

Check wiring between ECU and vehicle speed sensor.

OK

BAD

Repair or replace.

Check wiring between vehicle speed sensor and body ground.

OK

BAD

Repair or replace.

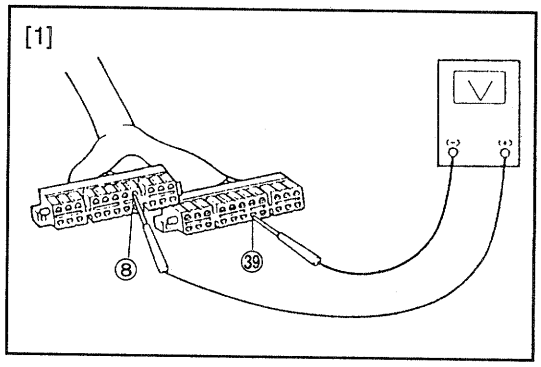
Check vehicle speed sensor.

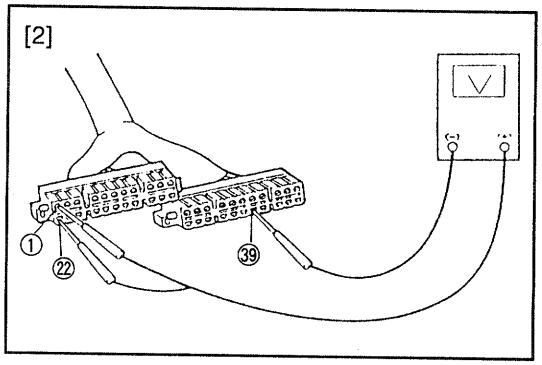
OK

BAD

Replace.

Check ECU. (See page EF–84.)

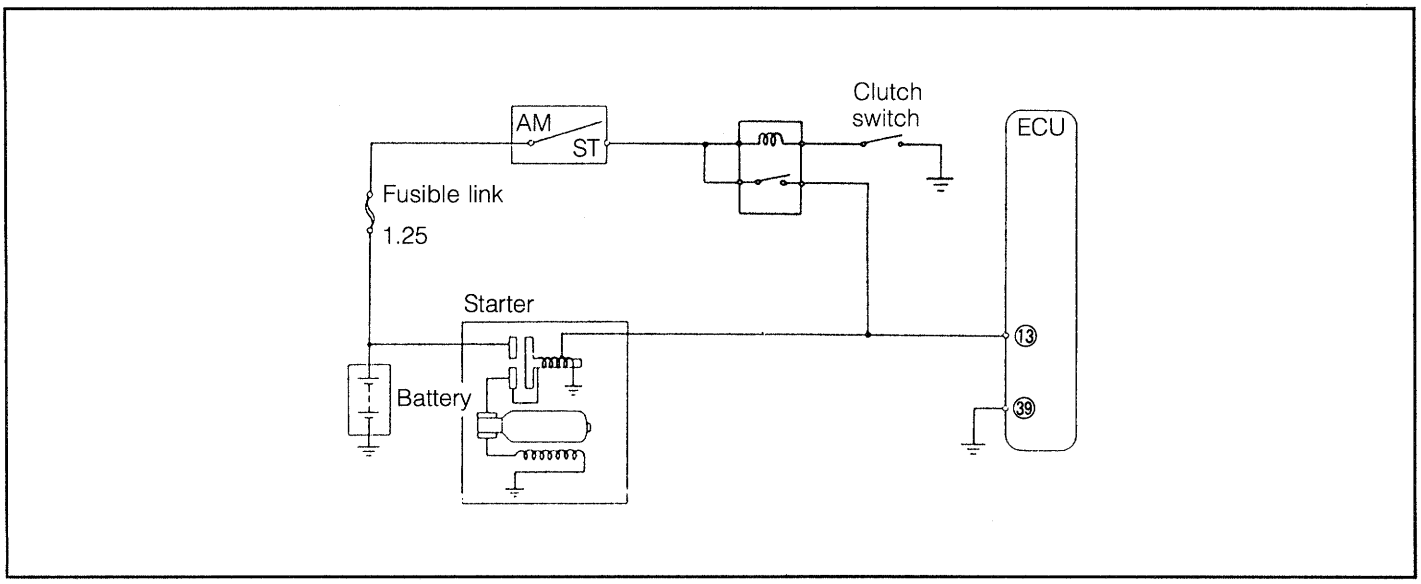




WRU90-EF098

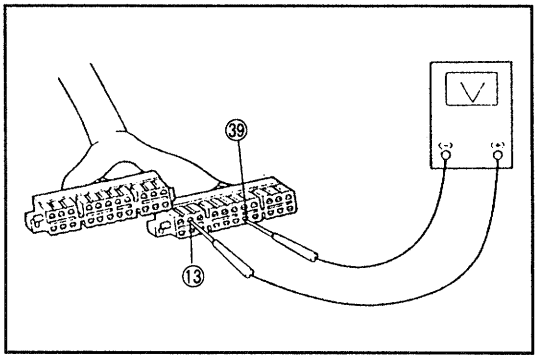
No.	Terminals	Trouble	Condition	STD voltage
10	⑬ — ㊴ Ground	No voltage	Ignition switch set to ST position	More than 6 V

WRU90-EF099



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF100



There is no voltage between SST terminals ⑬ and ㊴ when ignition switch is set to ST position.

↓

Check starter operation.

BAD → **OK**

OK → Check wiring between ECU and starter terminals.

BAD → Repair or replace.

↓

Check battery, fusible link ignition switch, starter, starter relay and shift position switch or clutch switch.

OK → **BAD**

BAD → Repair or replace.

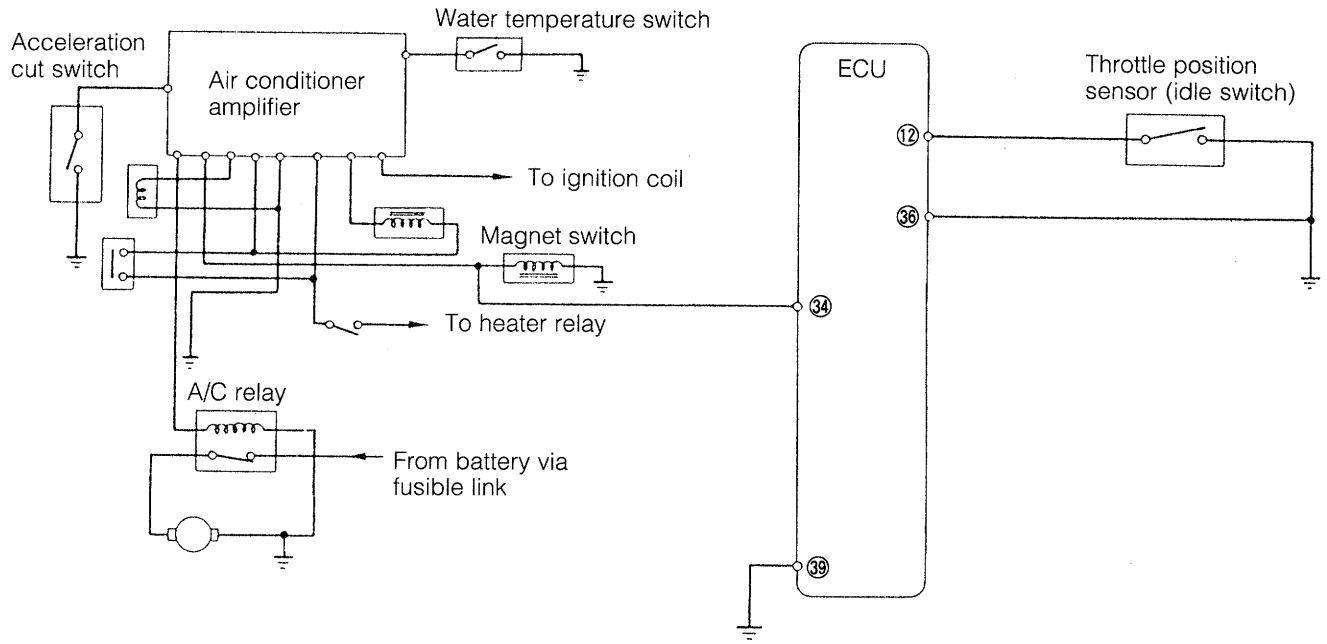
↓

Check ECU. (See page EF–84.)

WRU90-EF101

No.	Terminals	Trouble	Condition		STD voltage
11	㉞ — ㊴ Ground	No voltage	When engine is operating and compressor magnet clutch of air conditioner is energized:		Approx. battery voltage
	⑫ — ㊴ Ground	More than 5 V	Ignition switch ON	Throttle valve fully closed	Less than 5 V
		No voltage		Throttle valve fully opened	Approx. battery voltage

WRU90-EF102



If the SST (09842-87704-000) has not been installed yet, install the SST, referring to the section under "Preparation of Trouble-shooting" at page EF–35.

WRU90-EF103

㉞ — ㊴

There is no specified voltage between SST terminals ㉞ and ㊴ when magnet clutch is operated.

Check magnet clutch operation.

BAD **OK**

Check wiring between ECU terminal ㉞ and air conditioner amplifier terminal.

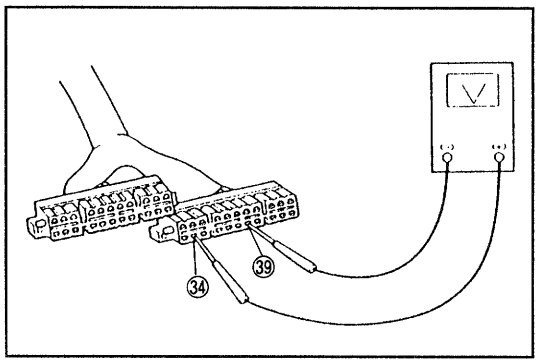
BAD

Check air conditioner system.

OK **BAD**

Repair. Repair or replace.

Check ECU. (See page EF–84.)



WRU90-EF104

㉒ — ㊴

[1] There is no specified voltage between SST terminals ㉒ and ㊴.

[2] Check that there is voltage between SST terminals ① or ㉒ and ㊴ when ignition switch is turned ON.

OK **BAD**

Refer to ① or ㉒ and ㊴ trouble section No. 1. (See page EF–39.)

Check throttle position sensor. (See page EF–65.)

OK **BAD**

Replace throttle position sensor.

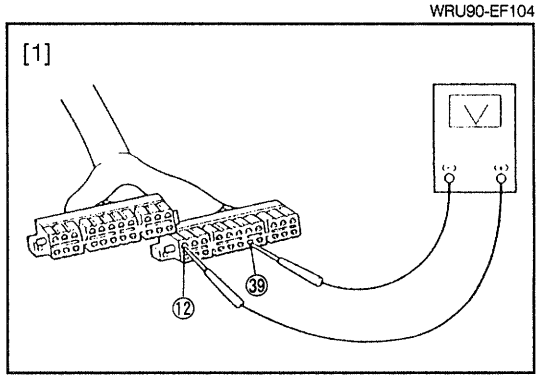
Check wiring between throttle position sensor and body ground.

OK **BAD**

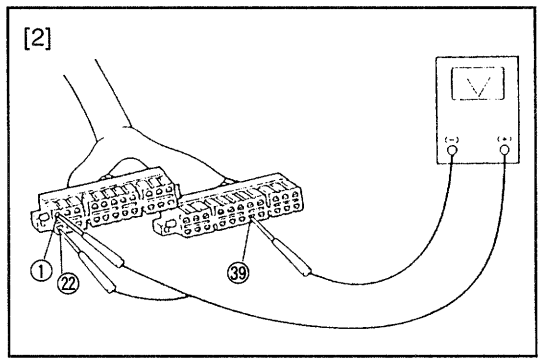
Repair or replace.

Check ECU. (See page EF–84.)

[1]



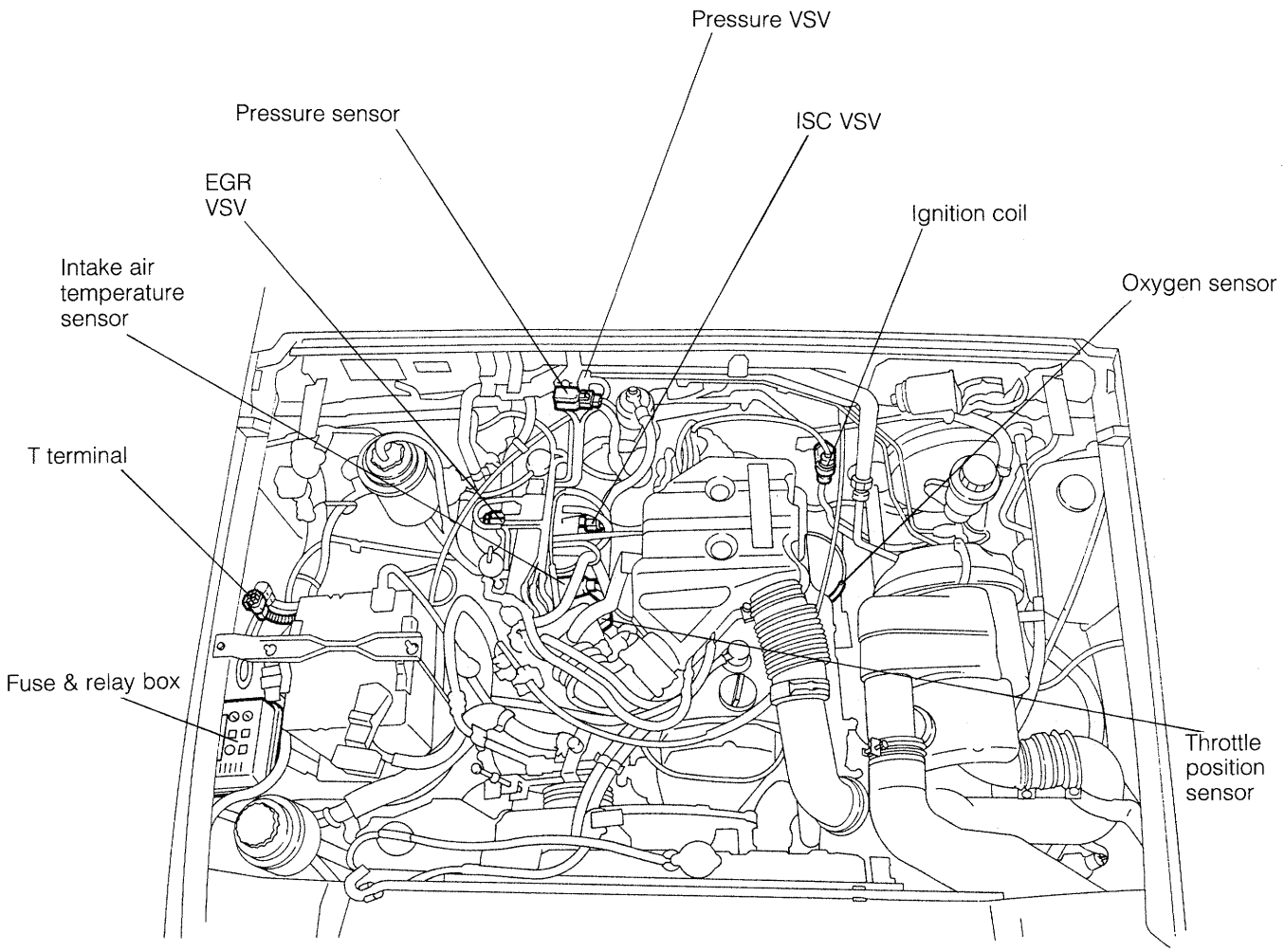
[2]



WRU90-EF105

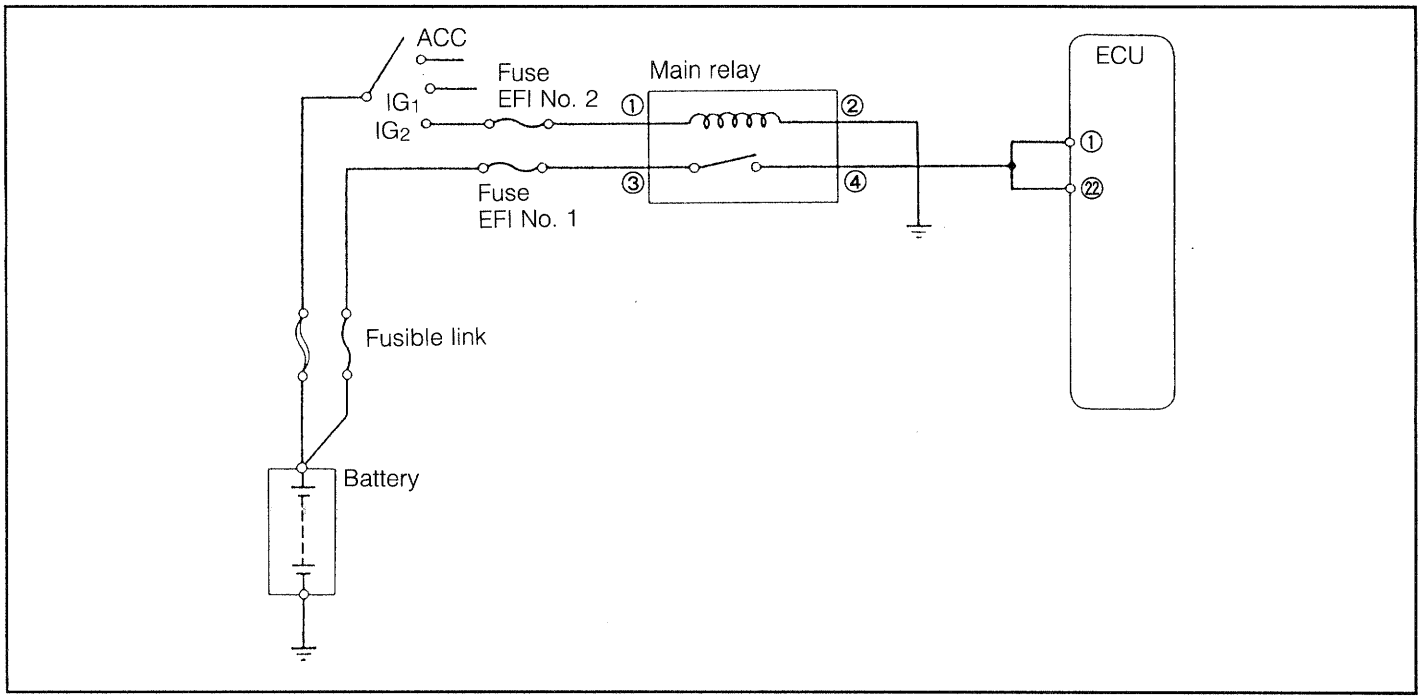
ELECTRONIC CONTROL SYSTEM

LOCATION OF ELECTRONIC CONTROL PARTS



WRU90-EF106

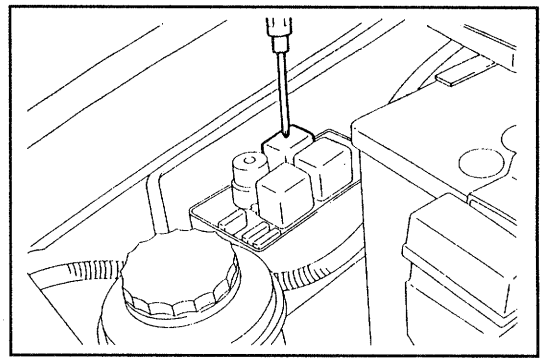
MAIN RELAY



WRU90-EF107

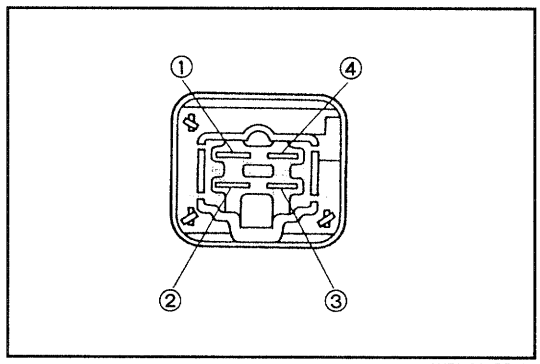
Inspection of EFI main relay

1. Check of main relay operation
   Turn ON the ignition switch. Check to see if you can hear a relay operating sound or if you can feel operating vibrations when a screwdriver or the like is brought into contact with the relay.
   CAUTION:
   The relay may become very hot during the operation. Hence, do not touch the relay by your hand.



WRU90-EF108

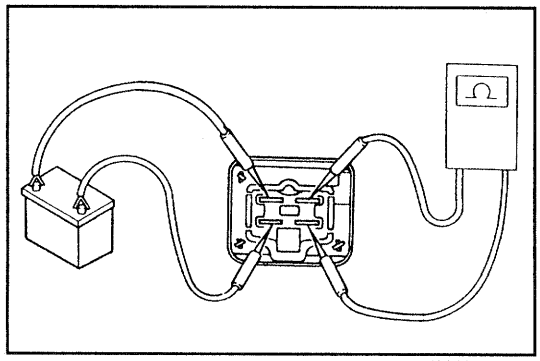
2. Inspection of relay continuity
   (1) Remove the main relay from relay box.
   (2) Check that there is continuity between the terminals ① and ②.
   (3) Check that there is no continuity between the terminals ③ and ④.
   (4) Check that there is no continuity between the terminals ① and ③ and also between the terminals ① and ④.
   (5) Check that there is no continuity between the terminals ② and ③ and also between the terminals ② and ④.



WRU90-EF109

   If the continuity test results do not conform to specifications, replace the relay.

3. Inspection of relay operation
   (1) Apply the battery voltage across the terminals ① and ②.
   (2) Check that there is continuity between the terminals ③ and ④.



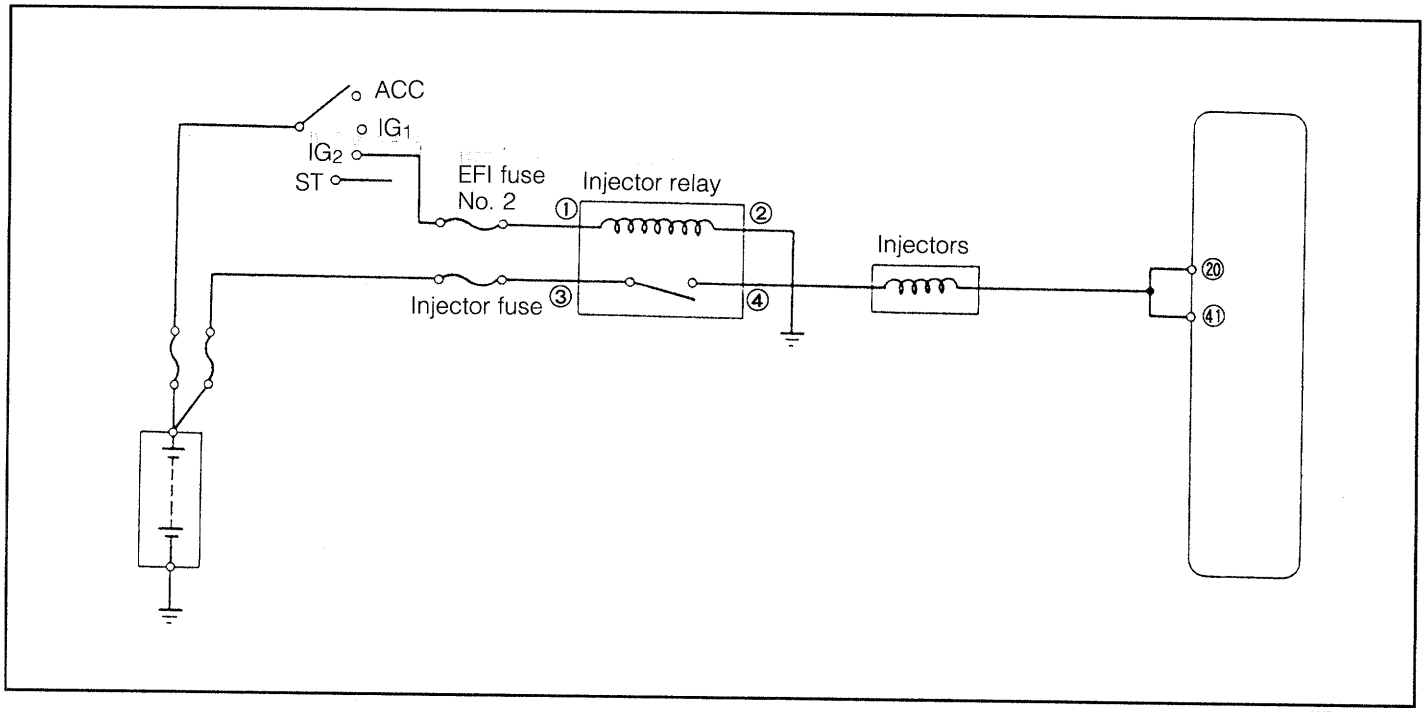
WRU90-EF110

   If the operation test results do not conform to specifications, replace the relay.

4. If the main relay persists to be inoperative after the checks 1 through 3 have been performed satisfactorily, check the following items.
   (1) Fusible links
   (2) Ignition switch
   (3) Fuses
   (4) Wiring and wiring connector
5. Install the main relay to the relay box. Attach the cover.

WRU90-EF111

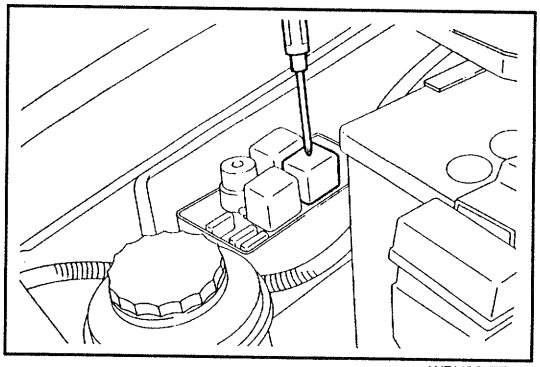
INJECTOR RELAY



WRU90-EF112

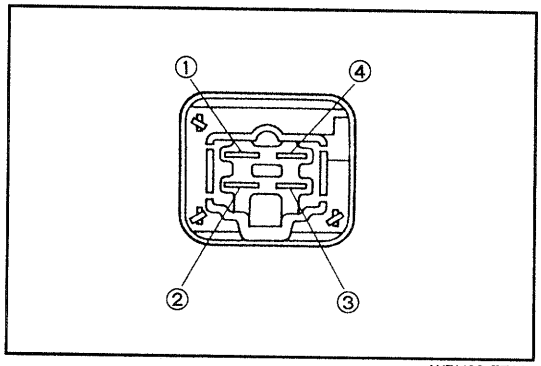
Inspection of injector relay

1. Check of injector relay operation
   Turn ON the ignition switch. Check to see if you can hear a relay operating sound or if you can feel operating vibrations when a screwdriver or the like is brought into contact with the relay.
   CAUTION:
   The relay may become very hot during the operation. Hence, do not touch the relay by your hand.



WRU90-EF113

2. Inspection of relay continuity
   (1) Remove the injector relay from the relay box.
   Check that there is continuity between the terminals ① and ②.



WRU90-EF114

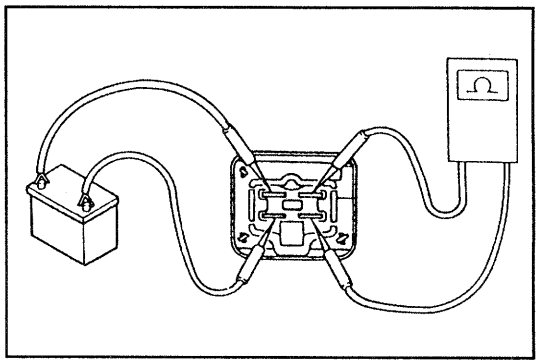
Check that there is no continuity between the terminals ③ and ④.
Check that there is no continuity between the terminals ① and ③ and also between the terminals ① and ④.
Check that there is no continuity between the terminals ② and ③ and also between the terminals ② and ④.

If the continuity test results do not conform to specifications, replace the relay.

WRU90-EF115

3. Inspection of relay operation
   (1) Apply the battery voltage across the terminals ① and ②.
   (2) Check that there is continuity between the terminals ③ and ④.

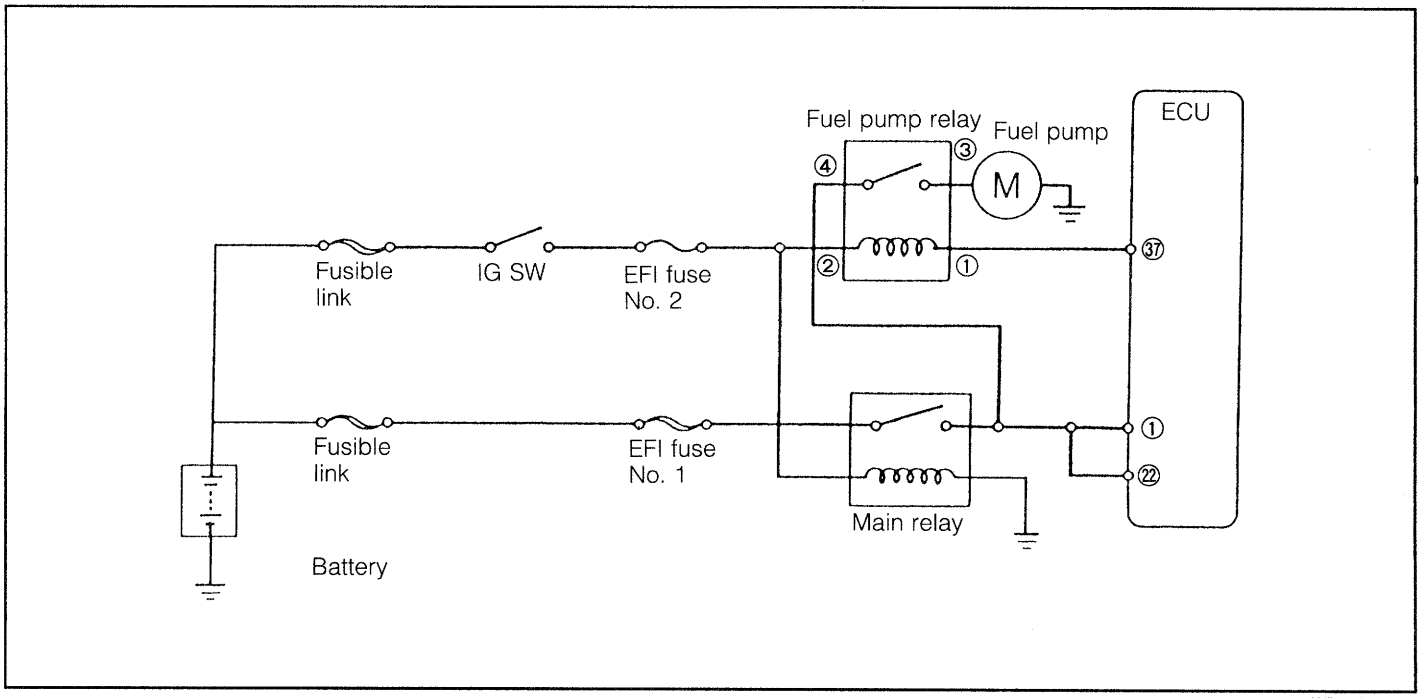
   If the operation test results do not conform to specifications, replace the relay.



WRU90-EF116

4. If the injector relay persists to be inoperative after the checks 1 through 3 have been performed satisfactorily, check the following items.
   (1) Fusible links
   (2) Fuses
   (3) Ignition switch
   (4) Wiring and wiring connector
5. Install the injector relay to the relay box. Attach the cover.

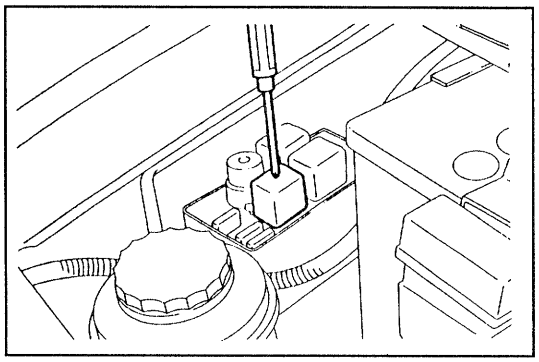
FUEL PUMP RELAY



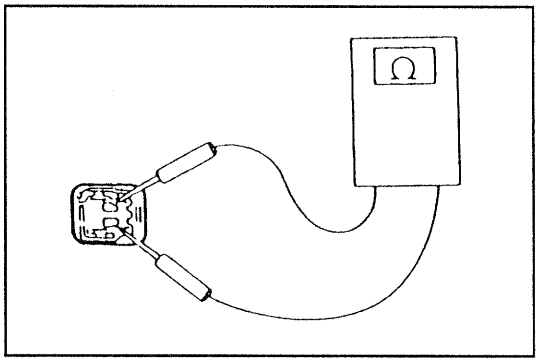
WRU90-EF117

Inspection of Fuel Pump Relay

1. Check of fuel pump relay operation
   When the ignition switch is set to the ON position, check to see if the relay emits an operating sound. Or check to see if you will feel an operating vibration with a screwdriver or the like placed on the relay.
   CAUTION:
   The relay may become very hot during the operation. Hence, do not touch the relay by your hand.


WRU90-EF118

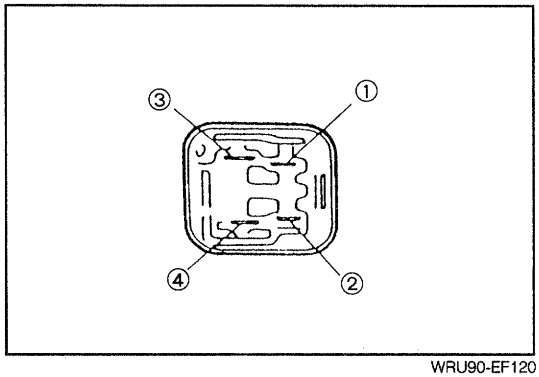
2. Inspection of relay continuity
   (1) Check that there is continuity between the terminals ① and ②.
   (2) Check that there is no continuity between the terminals ③ and ④.



WRU90-EF119

   (3) Check that there is no continuity between the terminals ① and ③ and also between the terminals ① and ④.
   (4) Check that there is no continuity between the terminals ② and ③ and also between the terminals ② and ④.

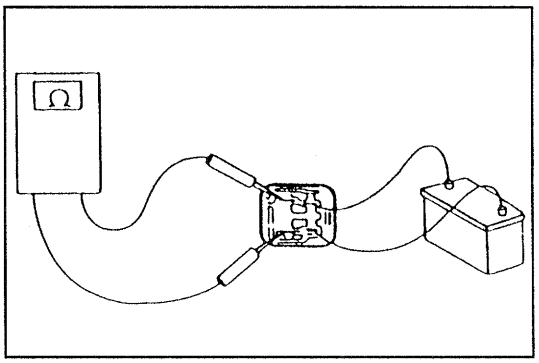
   If the continuity test results do not conform to specifications, replace the relay.



WRU90-EF120

3. Inspection of relay operation
   (1) Apply the battery voltage across the terminals ① and ②.
   (2) Check that there is continuity between the terminals ③ and ④.

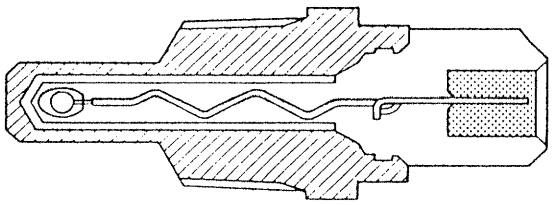
   If the operation test results do not conform to specifications, replace the relay.



WRU90-EF121

4. If the fuel pump relay persists to be inoperative after the checks 1 through 3 have been performed satisfactorily, check the following items.
   (1) Fusible links
   (2) Ignition switch
   (3) Fuses
   (4) Main relay (See page EF–56.)
   (5) Wiring and wiring connector
   (6) ECU (See page EF–84.)

WATER TEMPERATURE SENSOR



Specification

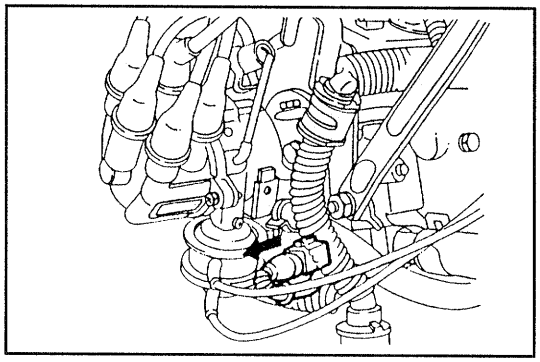
Water temperature °C (°F)	Resistance kΩ
80 (176)	0.322 ± 0.1
60 (140)	0.584 ± 0.2
40 (104)	1.140 ± 0.3
20 (68)	2.450 ± 0.5
0 (32)	5.88 ± 1.5
–20 (–4)	16.2 ± 3.2

WRU90-EF122

Inspection of Water Temperature Sensor

Measurement of resistance of water temperature sensor

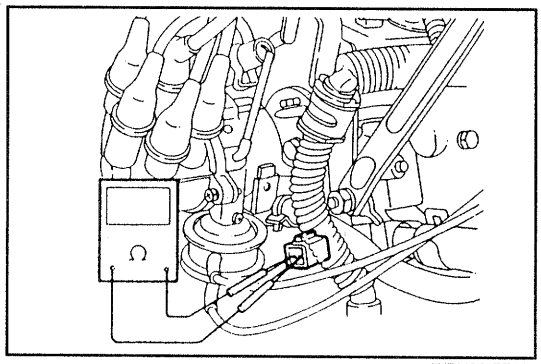
1. Disconnect the connector.
   NOTE:
   Be sure to un-lock the lock of connector, when disconnect the connector.



WRU90-EF123

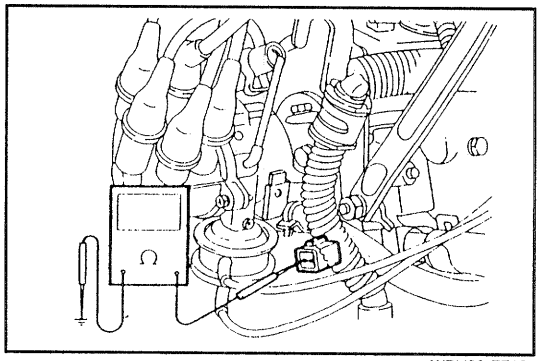
2. Start the engine. Read the resistance at the time when the engine is wormed up fully.
   Resistance: 0.32 ± 0.1 kΩ

   If the measured resistance will not conform to the specification, remove the water temperature sensor and perform the unit inspection.



WRU90-EF124

3. Check that there is no continuity between each terminal of the water temperature sensor and the body.
   If there is continuity, replace the water temperature sensor.
   NOTE:
   - Before the water temperature sensor is removed, drain the coolant. (See page CO–3.)
   - After completion of the sensor replacement, refill the coolant. (See page CO–3.)



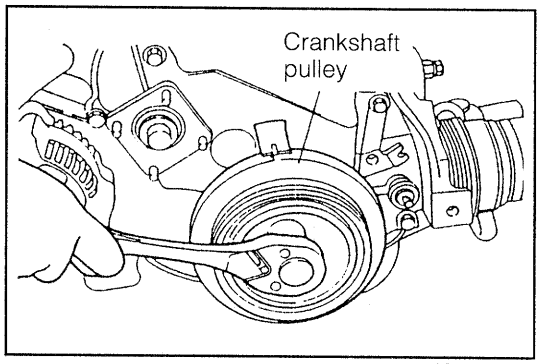
WRU90-EF125

Water temperature sensor removal and unit test

1. Disconnect the ground cable terminal from the negative (–) terminal of the battery.
2. Drain the cooling water. (See page CO–3.)

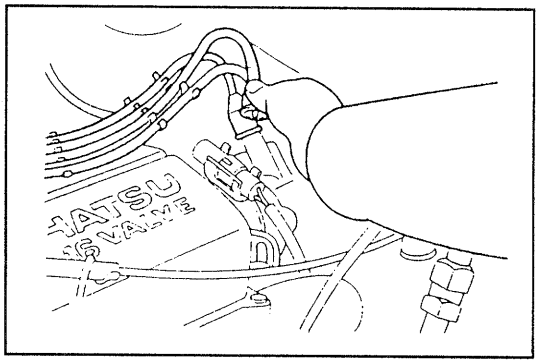
WRU90-EF126

3. Distributor removal
   (1) Turn the crankshaft, until the mark on the crankshaft timing belt pulley is aligned with the indicator mark on the timing belt cover. Ensure that the rocker arms of the cylinder No.1 at the timing belt side are in a free state. If the rocker arms are not in a free state, turn the crankshaft one more complete turn (360°).



WRU90-EF127

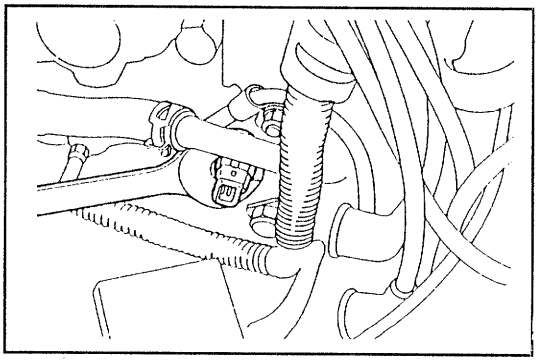
   (2) Remove the spark plug wires from the distributor cap.
   NOTE:
   Be sure to remove the spark plug wire by holding the rubber grommet. Never pull out the cord section.



   (3) Disconnect the distributor connector.
   (4) Disconnect the vacuum hoses from the vacuum advancer.
   (5) Remove the distributor by removing the distributor set bolts.
   NOTE:
   Since the oil flows out during the removal, place a suitable cloth underneath the distributor.

WRU90-EF128

4. Removal of water temperature sensor
   (1) Remove the water temperature sensor connector.
   (2) Remove the water temperature sensor.

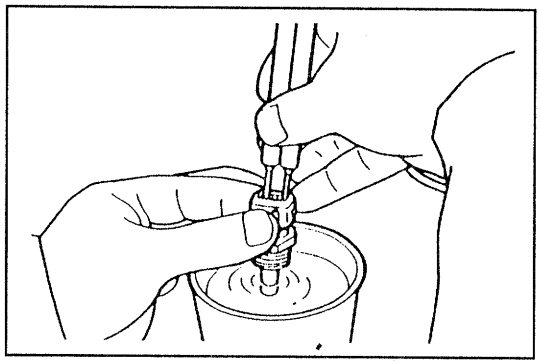


WRU90-EF129

5. Unit check
   (1) Immerse the heat sensing section of the water temperature sensor in water. Raise the water temperature gradually. Check to see if the resistance varies within the specified values in accordance with the table below.

Specifications

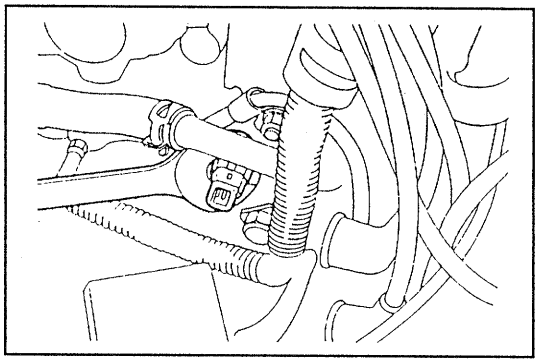
Water temperature °C (°F)	Resistance (kΩ)
80 (176)	0.322 ± 0.1
60 (140)	0.584 ± 0.2
40 (104)	1.140 ± 0.3
20 (68)	2.450 ± 0.5
0 (32)	5.88 ± 1.5
–20 (–4)	16.2 ± 3.2


WRU90-EF130

If the resistance will not conform to the specifications, replace the water temperature sensor.

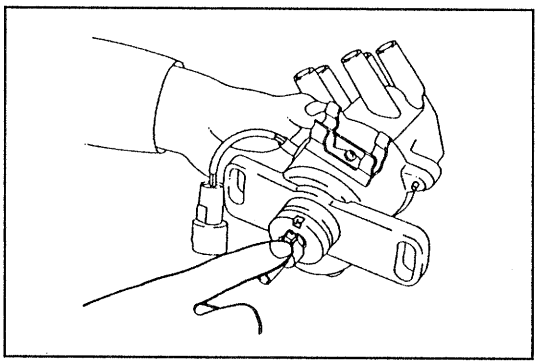
(2) Check that there is no continuity between each terminal of the water temperature sensor and sensor body.
If there is continuity, replace the intake air temperature sensor.

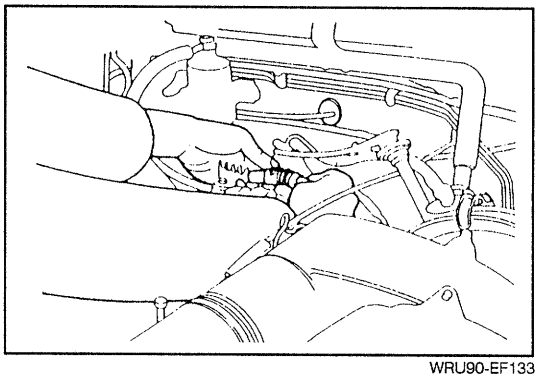
6. Installation of water temperature sensor
   (1) Wind sealing tape to the water temperature sensor switch and install it to the cylinder head. Connect the connector.
   Tightening Torque: 2.5 - 3.5 kg-m
   (18.1 - 25.3 ft-lb, 24.4 - 34.3 N·m)


WRU90-EF131

NOTE:
The new sensor is coated with sealer. Hence,when the sensor is replaced with a new one, first remove the sealer thoroughly. Then, wind the seal tape. Also, be sure to clean the threaded holes at the cylinder head side.

(2) Distributor installation (See page IG–17.)
   ① Replace the distributor "O" ring with a new part.
   ② With the coupling cut-out section of the distributor aligned with the cut-out section of the distributor body, insert the distributor into the cylinder head. At this time, ensure that the distributor attaching bolt hole of the cylinder head comes at the center of the elongated hole for the distributor bolt. Then, torque the distributor set bolt.
   ③ Connect the vacuum hoses to the vacuum advancer.
   ④ Connect the distributor connector. Install the connector to the clamp.
   ⑤ Connect the high-tension cords to the distributor cap.

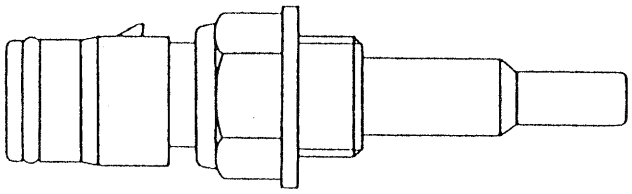

WRU90-EF132


WRU90-EF133

(3) Connect the ground cable terminal to the battery negative (–) terminal.
(4) Fill cooling water. (See page CO–3.)
(5) Adjust the ignition timing. (See page IG–23.)
(6) Start the engine. Ensure that no water or oil leakage is present.
(7) Check the oil level. (See page LU–2.)

WRU90-EF134

INTAKE AIR TEMPERATURE SENSOR



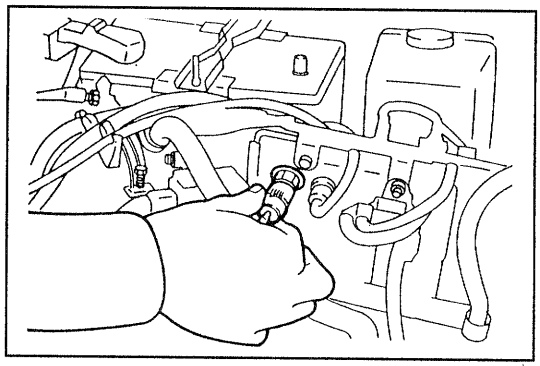
Specification

Intake air temperature °C (°F)	Resistance kΩ
80 (176)	0.322 ± 0.1
60 (140)	0.584 ± 0.2
40 (104)	1.140 ± 0.3
20 (68)	2.450 ± 0.5
0 (32)	5.88 ± 1.5
–20 (–4)	16.2 ± 3.2

WRU90-EF135

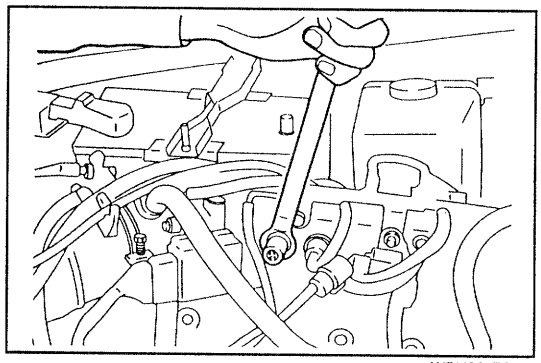
Inspection of Intake Air Temperature Sensor
Measurement of resistance of intake air temperature sensor

1. Disconnect the connector.
   NOTE:
   Do not pull out the lead wire. While holding the connector section, unlock the lock and pull out the connector.



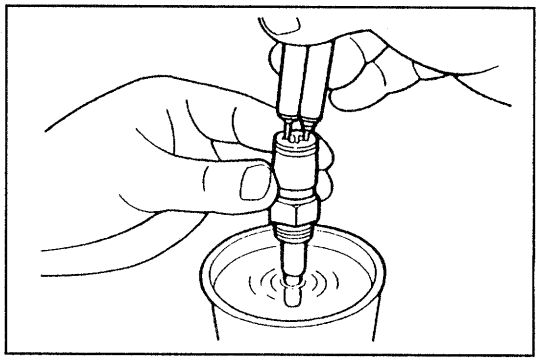
WRU90-EF136

2. Remove the intake air temperature sensor.



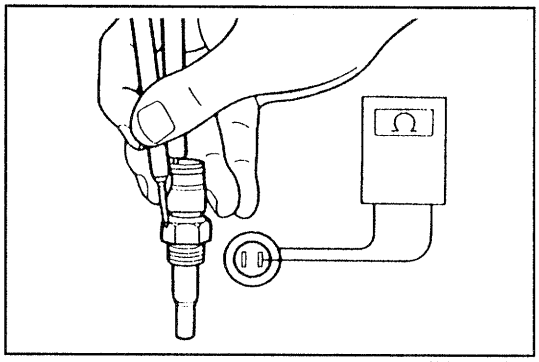
WRU90-EF137

3. Immerse the heat sensing section of the intake air temperature sensor in water. Raise the water temperature gradually. Check to see if the resistance varies within the specified values in accordance with the table in the preceding page. If the measured resistance will not conform to the specifications, replace the intake air temperature sensor.



WRU90-EF138

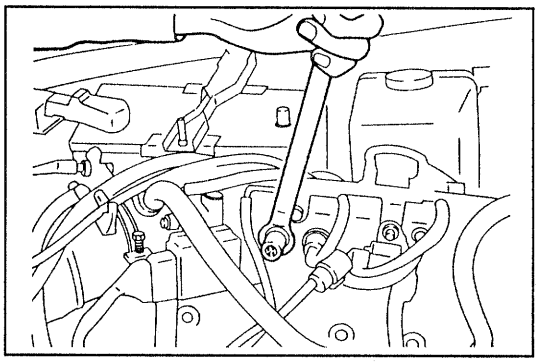
4. Check that there is no continuity between each terminal of the intake air temperature sensor and the sensor body. If there is continuity, replace the intake air temperature sensor.



WRU90-EF139

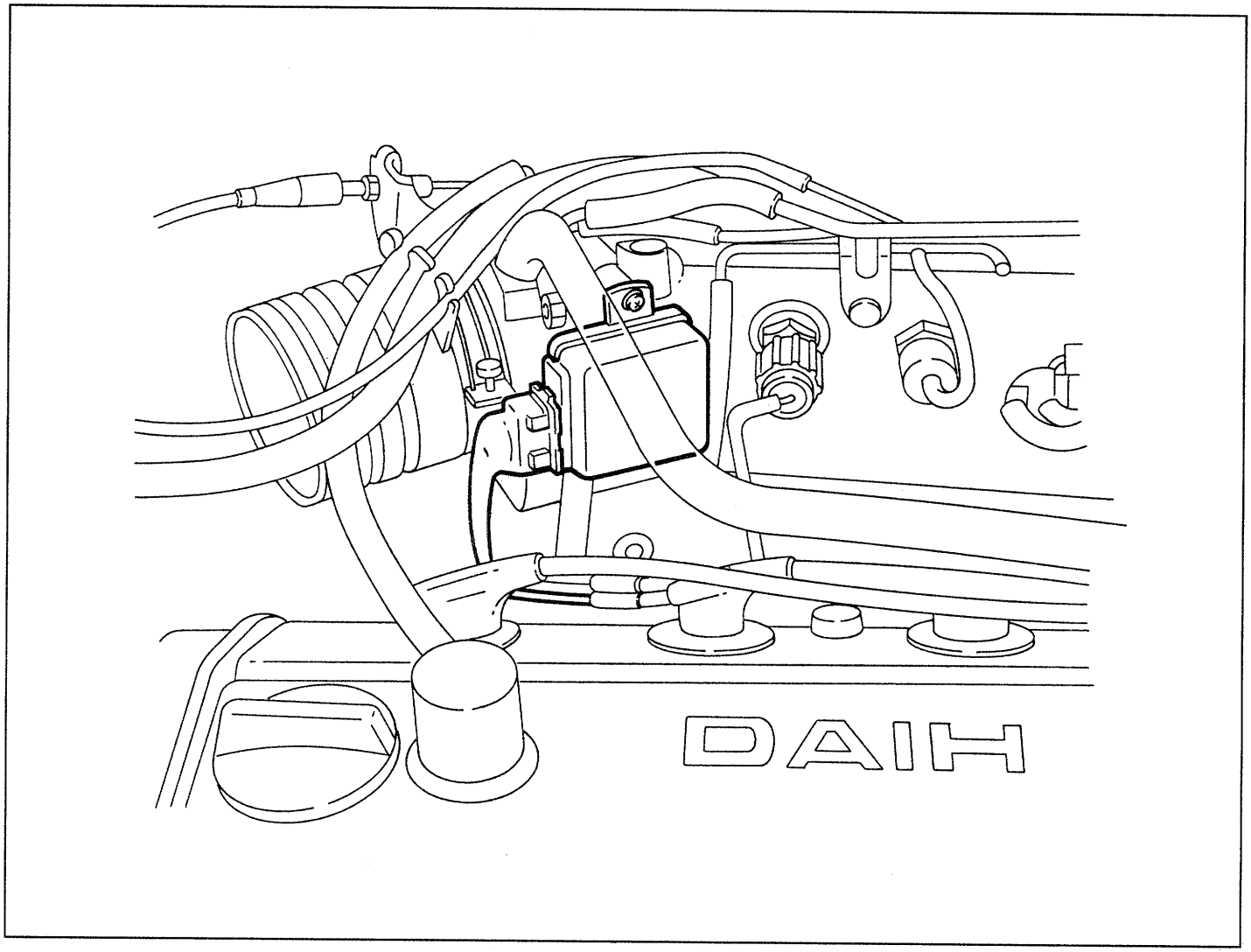
5. Install the intake air temperature sensor to the surge tank with a new gasket interposed.
   Tightening Torque: 3.0 - 4.0 kg-m
   (21.7 - 28.9 ft-lb, 29.4 - 39.2 N·m)

6. Connect the intake air temperature sensor connector.



WRU90-EF140

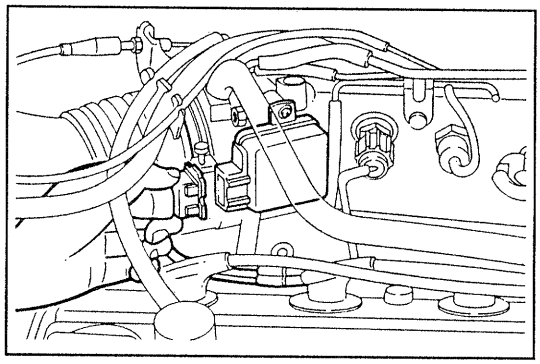
THROTTLE POSITION SENSOR



WRU90-EF141

Inspection of throttle position sensor

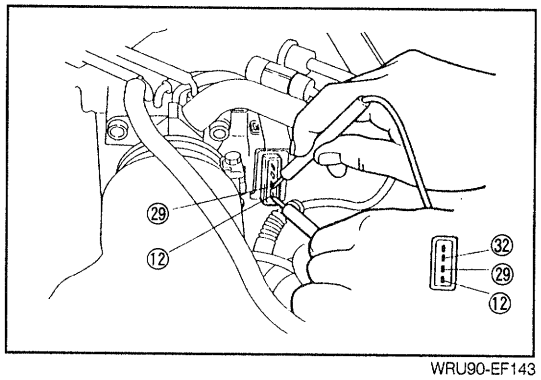
1. Remove the air chamber. (See page EM–10.)
2. Unlock the throttle position sensor connector and disconnect it.
   CAUTION:
   When disconnecting the connector, care must be exercised to ensure that no excessive load is applied to the throttle position sensor.



WRU90-EF142

3. Measure the resistance between the terminals of the throttle position sensor.
   (1) Measure the resistance between ⑫ and ㉙ under the following conditions.

Throttle valve closed fully	29 kΩ or less at 20°C (68°F)
Throttle valve opened fully	1000 kΩ or more



WRU90-EF143

If the measured resistance does not conform to the specification, replace the throttle body. (See page EF–119.)
CAUTION:
Be very careful not to damage the terminal.

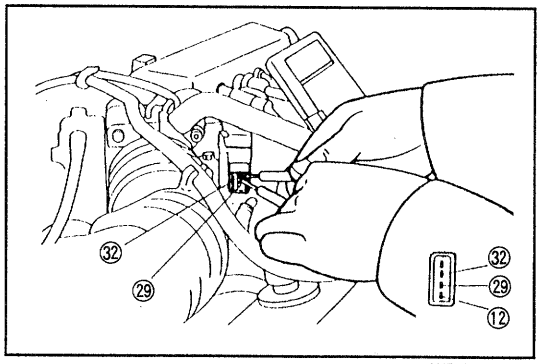
(2) Measure the resistance between ㉜ and ㉙ under the following conditions.

Throttle valve closed fully	1000 kΩ or more
Throttle valve opened fully	29 kΩ or less

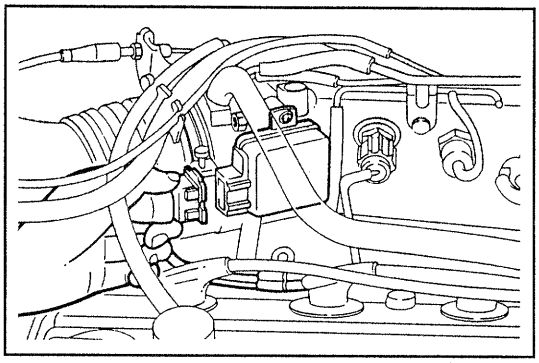
If the measured resistance does not conform to the specification, replace the throttle body. (See page EF–119.)
CAUTION:
Be very careful not to damage the terminal.

4. Connect the throttle position sensor connector.
CAUTION:
When connecting the connector, care must be exercised to ensure that no excessive load is applied to the throttle position sensor.

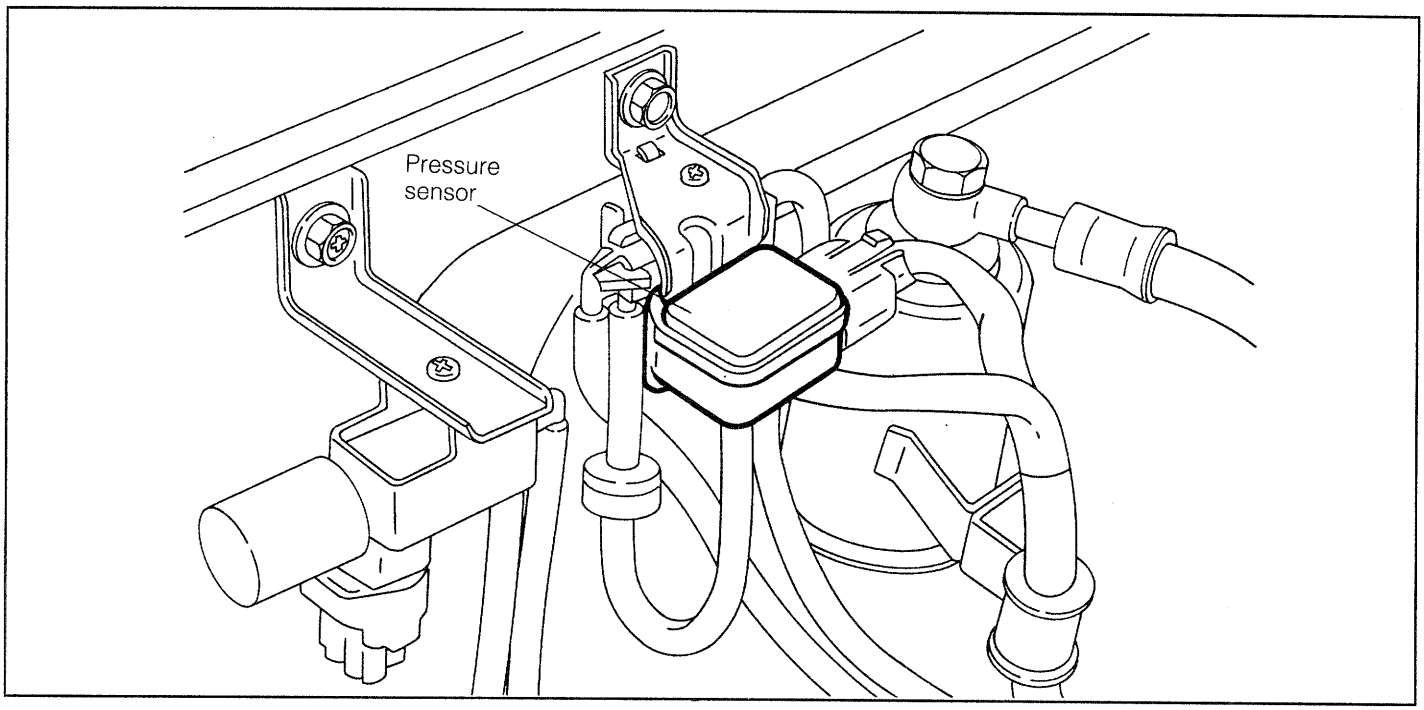
5. Install the air chamber. (See page EM–14.)



WRU90-EF144


WRU90-EF145

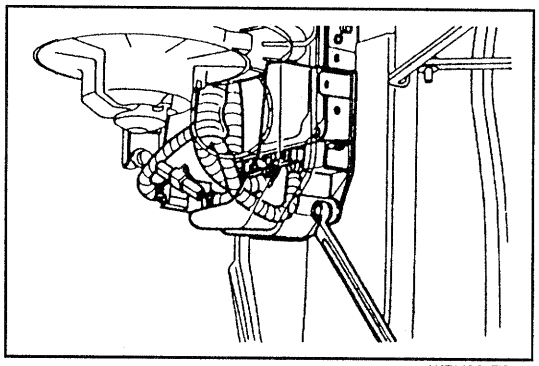
PRESSURE SENSOR



WRU90-EF146

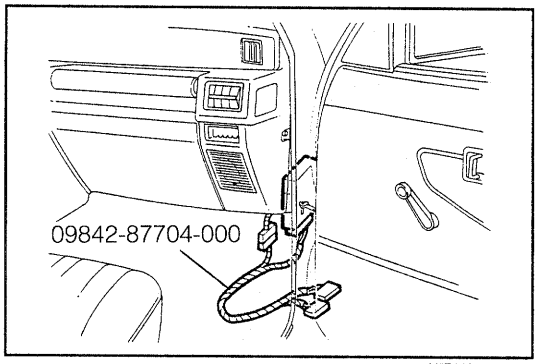
Inspection of Pressure Sensor
(Measurement of output voltage of pressure sensor)

1. Connection of SST
   (1) Disconnect the ground cable terminal from the negative (–) terminal of the battery.
   (2) Remove the ECU cover.



WRU90-EF147

   (3) Connect the following SST between the ECU and the engine wire.
   SST: 09842-87704-000

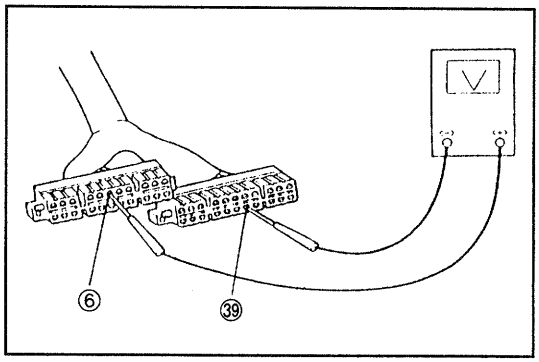


WRU90-EF148

NOTE:
Before the SST is installed, be sure to perform continuity and short tests between the SST terminals.

   (4) Reconnect the ground cable terminal to the negative (–) terminal of the battery.

2. Check of output of pressure sensor
   (1) Measure the voltage between the SST terminals ⑥ and ㊴ when the ignition switch is turned ON.

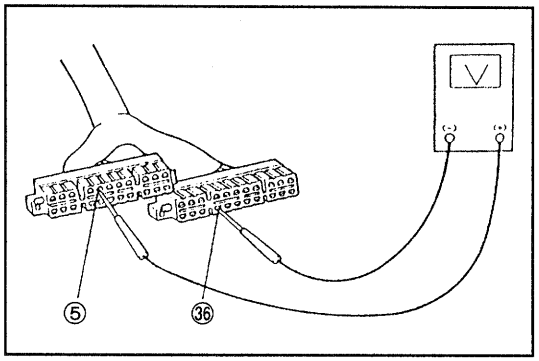


WRU90-EF149

Specified Value

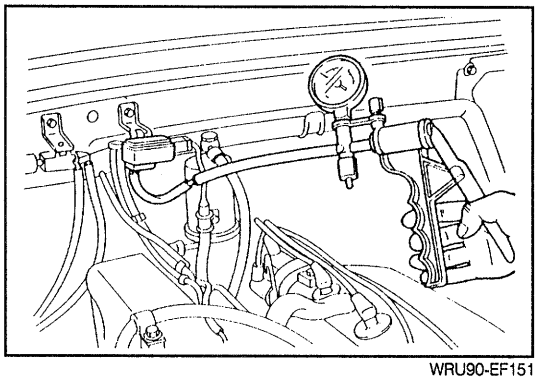
Measuring point	Atmospheric pressure mmHg (inchHg)	Voltage V
Altitude (height above sea level) m (ft)		
0 (0)	760 (29.92)	3.2 - 4.0
500 (1640)	716 (28.19)	3.1 - 3.8
1000 (3280)	674 (26.54)	3.0 - 3.6

If the measured voltage does not conform to the specification, measure the voltage between the SST terminals ⑤ and ㊱. Ensure that the measured voltage is within a range of 4.5 to 5.5 volts. Then, proceed to replace the pressure sensor.
When the pressure sensor is replaced, it is necessary to replace the gas filter, too.
If the measured voltage between the SST terminals ⑤ and ㊱ does not conform to the specification, check the wiring between the ECU and the pressure sensor. If there is no trouble with the wiring, check the ECU. (See page EF–84.)

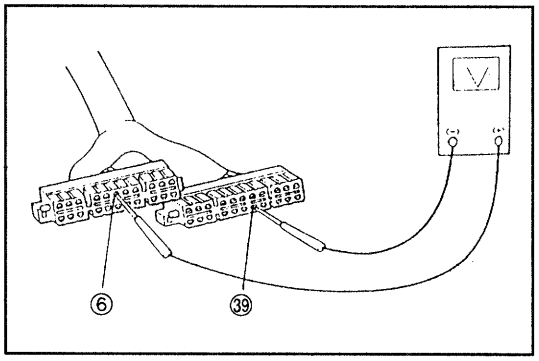


WRU90-EF150

(2) Disconnect the rubber hose connected to the pressure sensor. Apply a negative pressure of 200 mmHg (7.87 inchHg) to the pressure sensor, using a MityVac. Check that the measured voltage between the SST terminals ⑥ and ㊱ drops by 0.65 - 0.95, compared with the voltage measured in the step (1).


WRU90-EF151

If the measured voltage fails to drop by the specified value, replace the pressure sensor.
When the pressure sensor is replaced, it is necessary to replace the gas filter, too.



WRU90-EF152

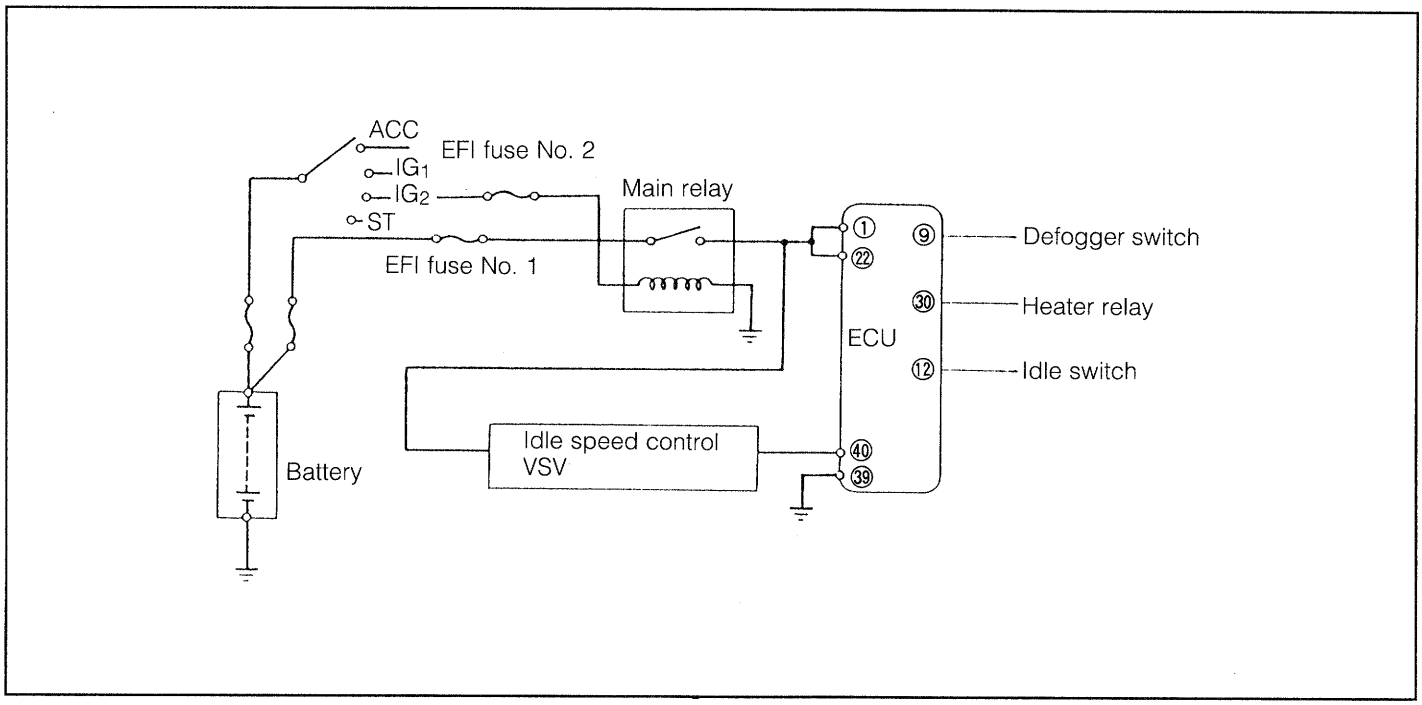
(3) Remove the MityVac from the pressure sensor.
(4) Connect the rubber hose disconnected in the step (2) to the pressure sensor.

WRU90-EF153

3. SST removal
(1) Disconnect the ground cable terminal from the negative (–) terminal of the battery.
(2) Remove the SST by disconnecting the ECU and engine wire connectors of the SST.
(3) Connect the engine wire to the ECU.
(4) Install the glove compartment box to the instrument panel.
(5) Reconnect the ground cable terminal to the negative (–) terminal of the battery.

WRU90-EF154

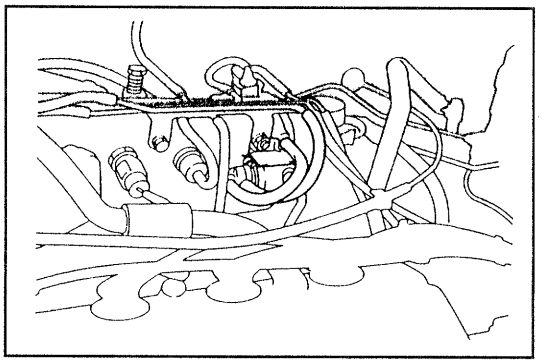
IDLE SPEED CONTROL VSV



WRU90-EF155

Inspection of idle speed control VSV

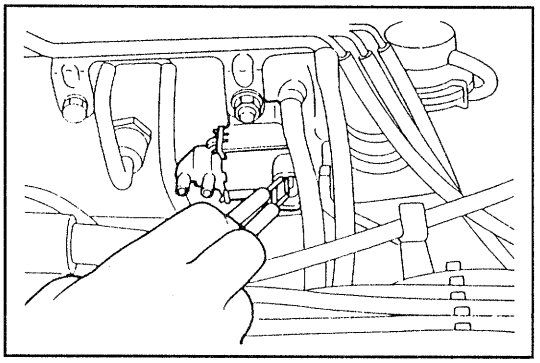
1. Unit inspection of idle speed control VSV
   (1) With the ignition switch turned OFF, disconnect the connector and vacuum hoses which are connected to the idle speed control VSV.



WRU90-EF156

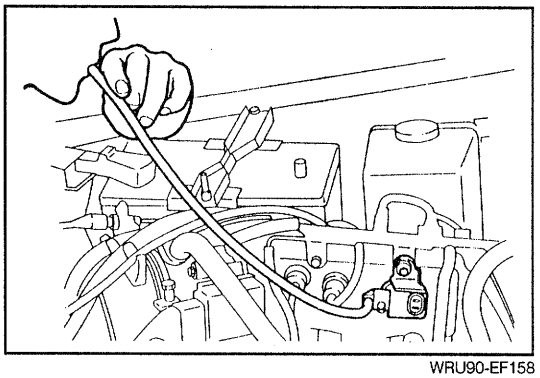
   (2) Check that the resistance between the terminals of the VSV conforms to the specification.
   Specified Resistance: 10 - 50 Ω

   Replace the VSV with a new part if the resistance does not conform to the specification.



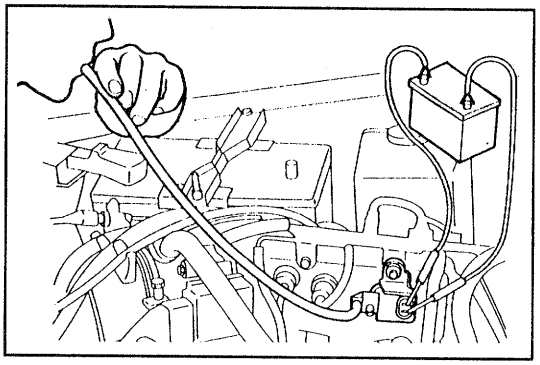
WRU90-EF157

   (3) Connect a suitable rubber hose to the VSV. Ensure that you feel resistance while blowing your breath.
   Replace the VSV with a new part if you feel no resistance while blowing your breath.

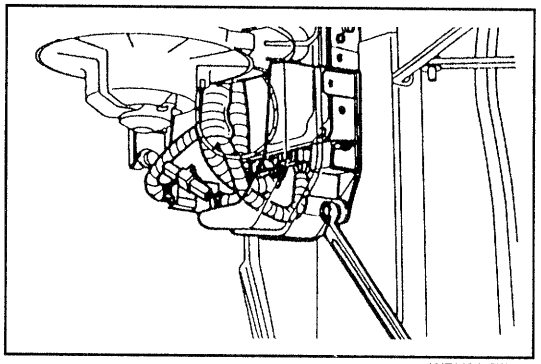


WRU90-EF158

(4) Apply the battery voltage to the idle speed control VSV as shown in the right figure.
(5) Connect a suitable rubber hose to the idle speed control VSV. Ensure that air continuity exists.
Replace the VSV with a new part if no air continuity exists.
(6) Remove the battery voltage from the VSV.
(7) Connect the disconnected vacuum hoses and connector to the VSV.

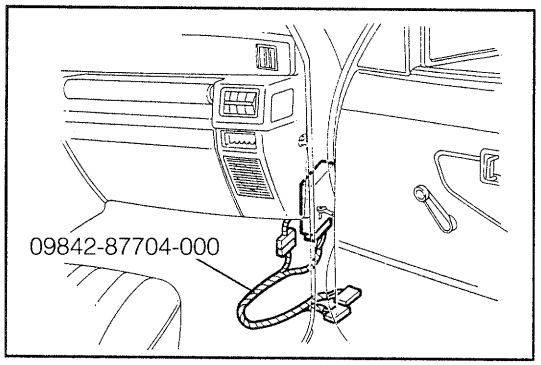

WRU90-EF159

2. Measurement of operation voltage of idle speed control VSV
(1) Disconnect the battery ground cable from the negative (–) terminal of the battery.
(2) Remove the ECU cover.


WRU90-EF160

(3) Connect the following SST between the ECU and the engine wire.
SST: 09842-87704-000

NOTE:
Before connecting the SST, ensure that no open wire or short exists between the terminals.

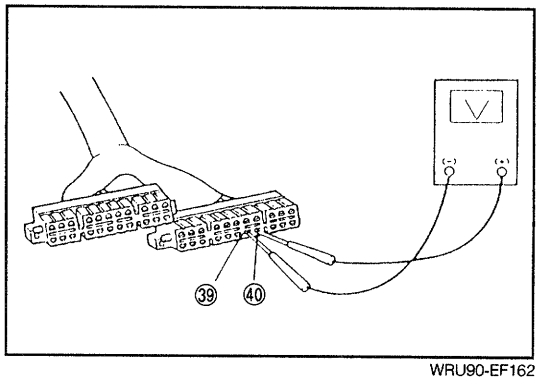


WRU90-EF161

(4) Reconnect the battery ground cable to the negative (–) terminal of the battery.
(5) Turn ON the ignition switch.

(6) Ensure that the voltage between the SST terminals ㊵ and ㊴ (negative) is less than the specified voltage.
Specified Voltage: 3 V or less

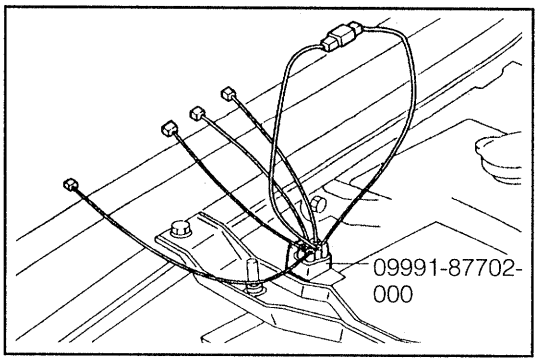
Check the ECU if the measured voltage exceeds the specified voltage. (See page EF–84.)



WRU90-EF162

(7) Remove the cap of the check connector. Connect the following SST.
SST: 09991-87702-000

NOTE:
Before connecting the SST, ensure that no open wire or short exists in each wiring.

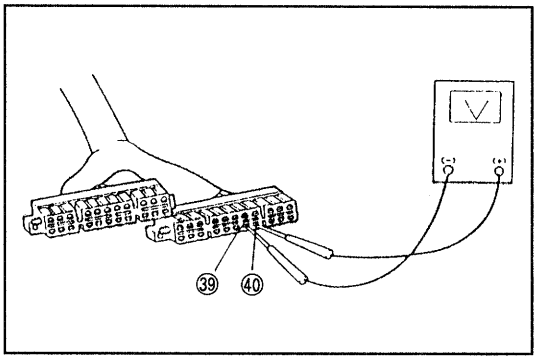


(8) Connect the test terminal (Brown) with the ground terminal (Black).

WRU90-EF163

(9) Ensure that the voltage between the SST terminals ㊵ and ㊴ (negative) is approximately the battery voltage.
Specified Voltage: Approximately battery voltage

Check the wiring from the battery to the ECU terminal ㊵ if the measured voltage is less than the specified voltage.
If no abnormality exists in the wiring, check the ECU. (See page EF–84.)



(10) Turn OFF the ignition switch.
(11) Remove the SST from the check connector.
(12) Attach the cap to the check connector.
(13) Disconnect the battery ground cable from the negative (–) terminal of the battery.
(14) Remove the SST by disconnecting the ECU and engine wire connectors of the SST.
(15) Reconnect the engine wire to the ECU.
(16) Install the ECU cover to the cowl panel.
(17) Reconnect the ground cable terminal to the negative (–) terminal of the battery.

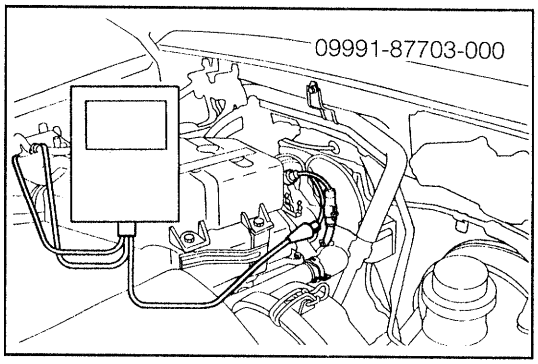
WRU90-EF164

System inspection of idle speed control VSV

1. Setting conditions prior to check
   (1) Start and warm up the engine.
   (2) Turn OFF all accessory switches.
   (3) Move the shift lever to the neutral position.
   (4) On the vehicle equipped with power steering, set the steering wheel to the straight-ahead condition.
   (5) Ensure that the intake or exhaust system exhibits no air and/or gas leakage.
   (6) Ensure that the air cleaner filter element is installed.
   (7) Ensure that all vacuum hoses and pipes are connected correctly.

2. Connecting tachometer to engine
   Connect the measuring terminal of a tachometer to the engine.
   NOTE:
   In case where your tachometer is to be connected to the negative (–) terminal of the ignition coil, connect the following SST, which is to be connected to the distributor connector, between the distributor and the engine wire. Then, connect the tachometer as shown in the right figure.
   SST: 09991-87703-000

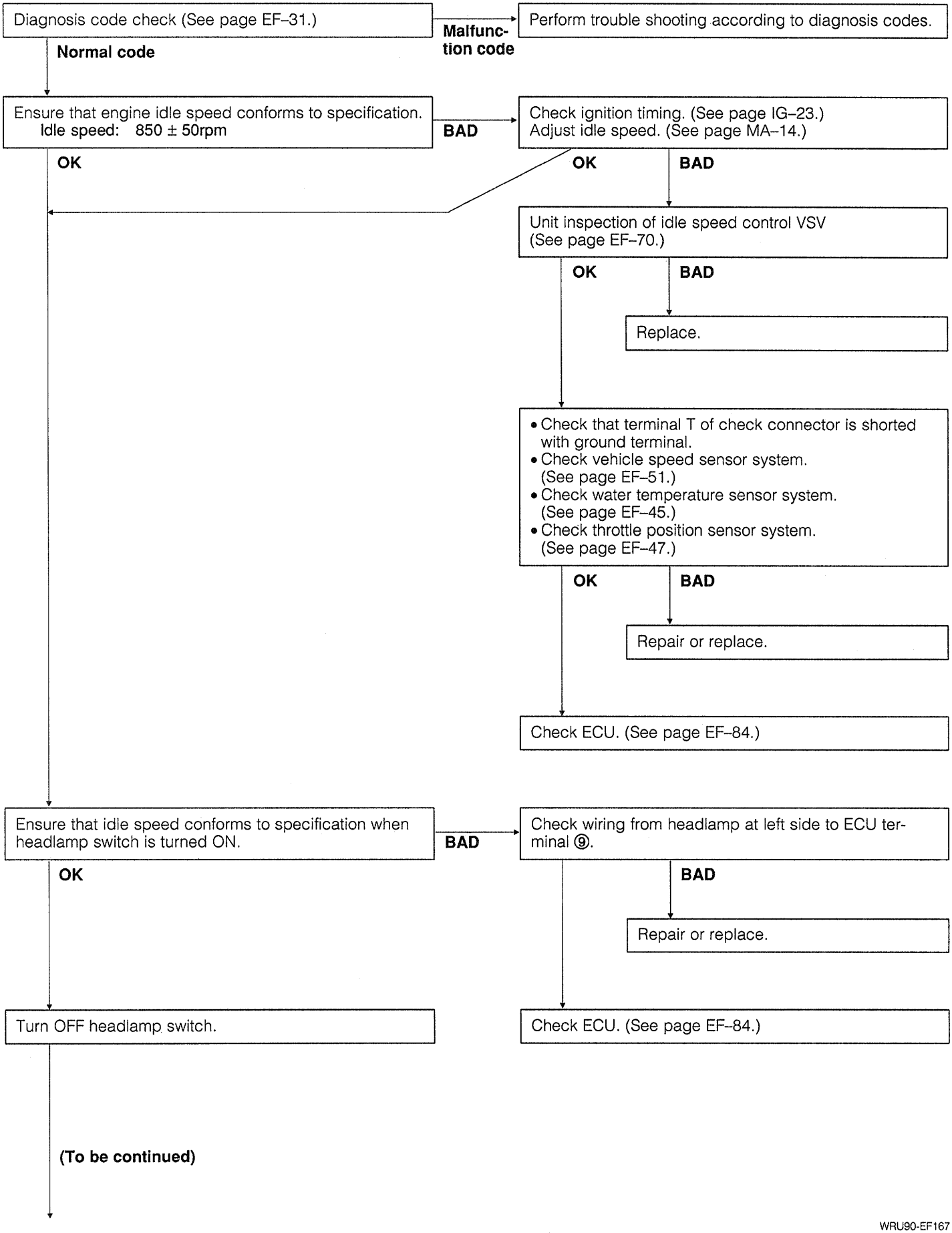
WRU90-EF165



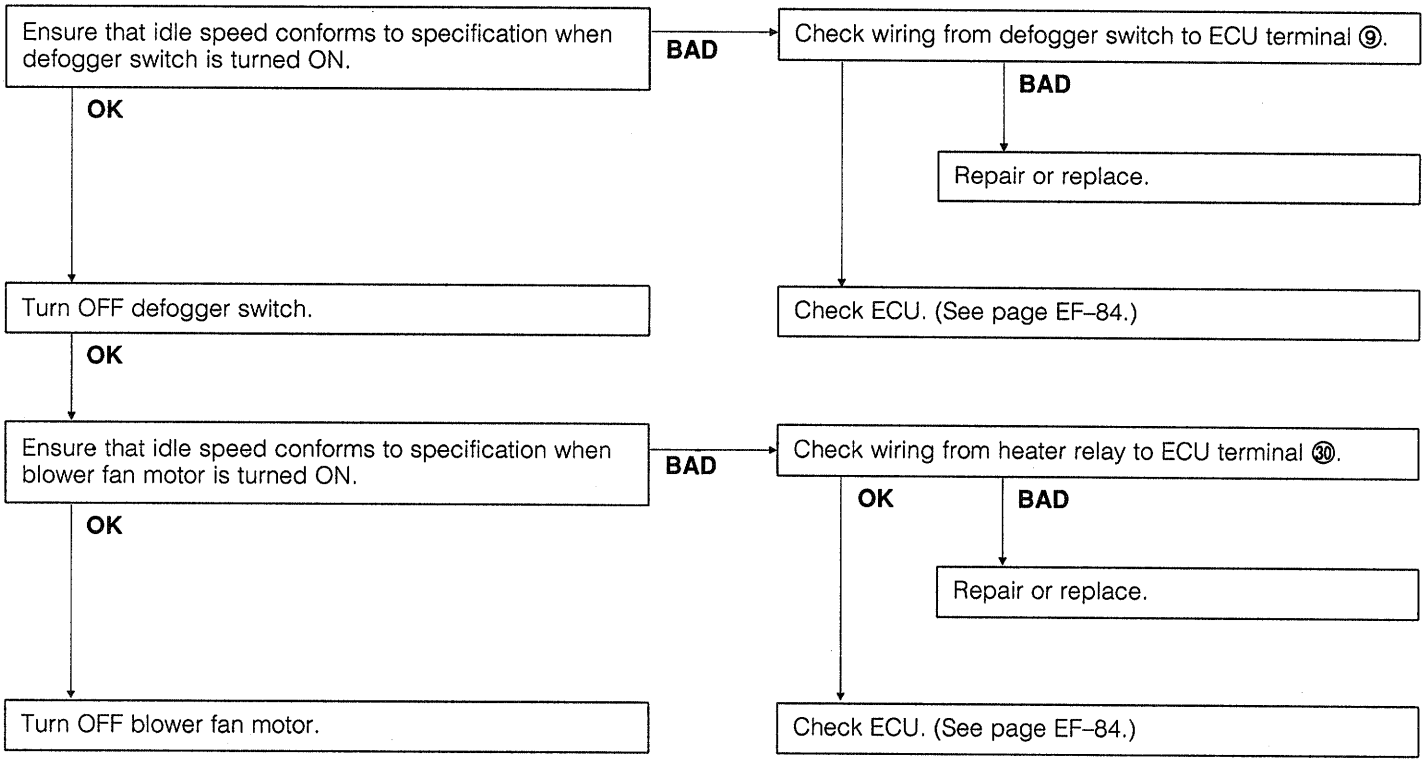
WRU90-EF166

   CAUTION:
   - Never allow the tachometer terminal to touch the ground terminal as it could result in damage of the ignitor and/or the ignition coil.
   - As some tachometers are not compatible with this ignition system, it is imperative to confirm the compatibility of your meter before it is used.

3. Perform the inspection according to the following flow chart.

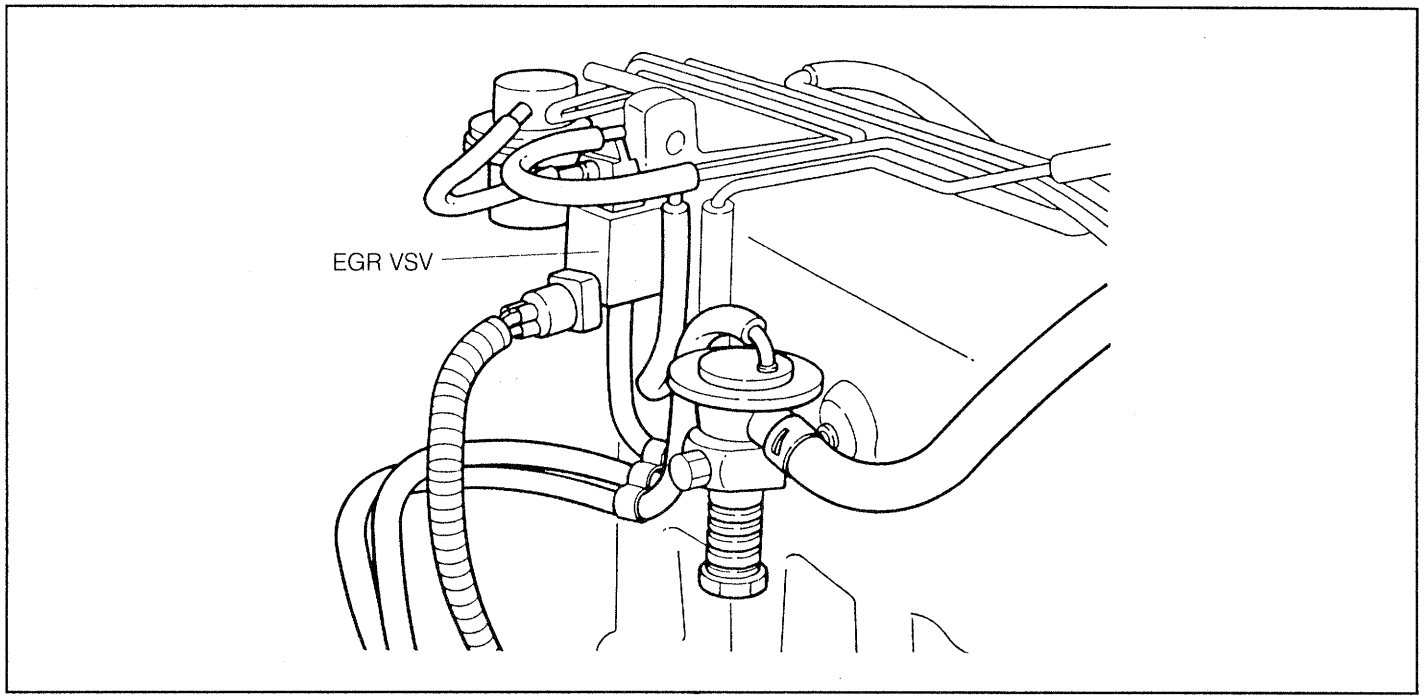


WRU90-EF167


Ensure that idle speed conforms to specification when defogger switch is turned ON.
BAD
Check wiring from defogger switch to ECU terminal ⑨.
BAD
Repair or replace.
OK
Turn OFF defogger switch.
Check ECU. (See page EF–84.)
OK
Ensure that idle speed conforms to specification when blower fan motor is turned ON.
BAD
Check wiring from heater relay to ECU terminal ㉚.
OK
BAD
Repair or replace.
OK
Turn OFF blower fan motor.
Check ECU. (See page EF–84.)

WRU90-EF168

EGR VSV

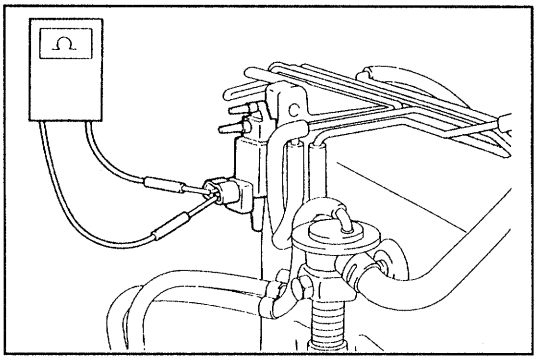


WRU90-EF169

Inspection of EGR VSV

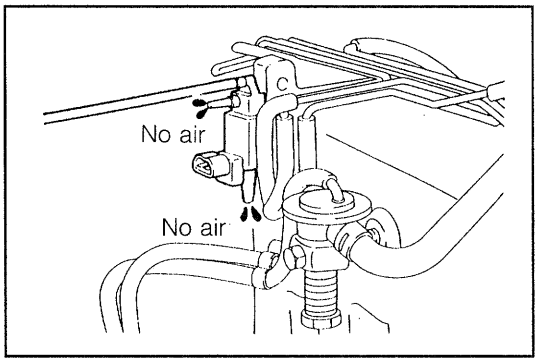
1. Unit inspection of EGR VSV
   (1) With the ignition switch turned OFF, disconnect the connector and vacuum hoses which have been connected to the EGR VSV.
   (2) Check that the resistance between the terminals of the VSV conforms to the specification.
   Specified Resistance: 20 - 60 Ω

   Replace the VSV with a new part if the resistance does not conform to the specification.



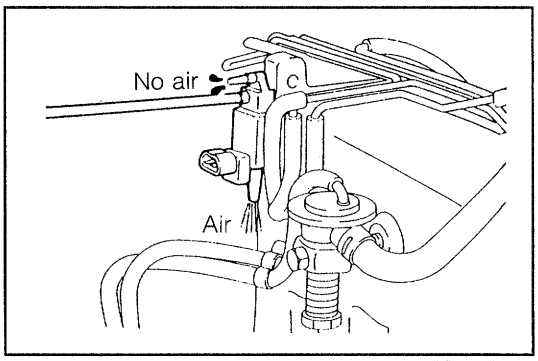
WRU90-EF170

   (3) Connect a suitable rubber hose to the VSV as shown in the right figure. Ensure that no air continuity exists.
   Replace the VSV with a new part if air continuity exists.



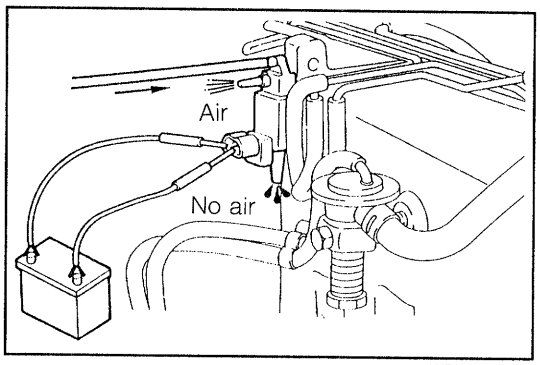
WRU90-EF171

   (4) Connect a suitable rubber hose to the VSV as shown in the right figure. Ensure that air continuity exists.
   Replace the VSV with a new part if no air continuity exists.



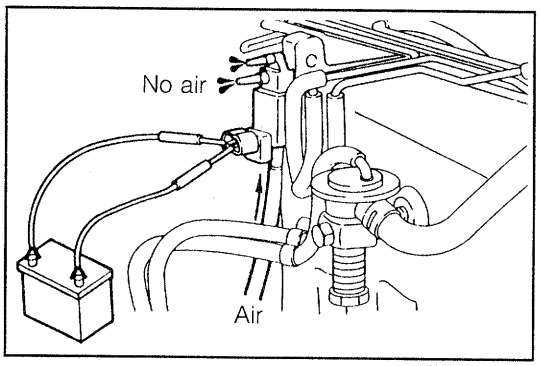
WRU90-EF172

(5) Apply the battery voltage to the EGR VSV as shown in the right figure.
(6) Connect a suitable rubber hose to the EGR VSV as shown in the right figure. Ensure that air continuity exists.
Replace the VSV with a new part if no air continuity exists.



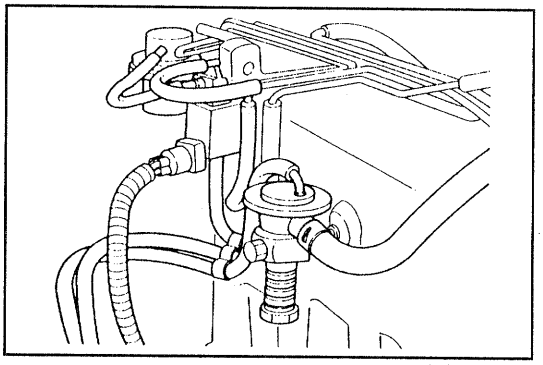
WRU90-EF173

(7) Connect a suitable rubber hose to the EGR VSV as shown in the right figure. Ensure that no air continuity exists.
Replace the VSV with a new part if air continuity exists.



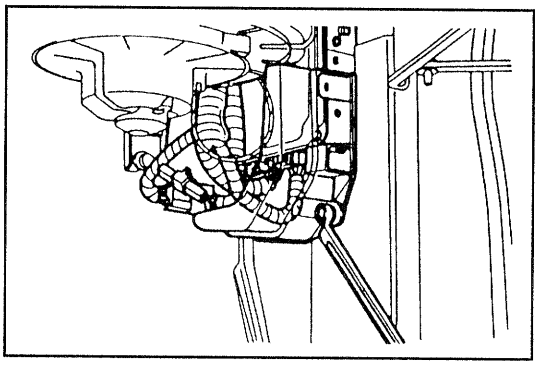
WRU90-EF174

(8) Disconnect the battery voltage from the VSV.
(9) Connect the disconnected vacuum hoses and connector to the VSV.



WRU90-EF175

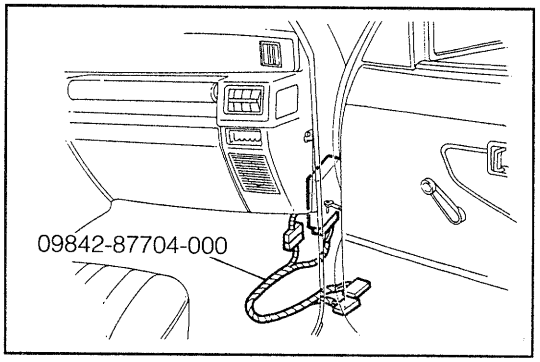
2. Measurement of operation voltage of EGR VSV
(1) Disconnect the battery ground cable from the negative (–) terminal of the battery.
(2) Remove the ECU cover.


WRU90-EF176

(3) Connect the following SST between the ECU and the engine wire.
SST: 09842-87704-000

NOTE:
Before connecting the SST, ensure that no open wire or short exists between the terminals.

(4) Reconnect the battery ground cable to the negative (–) terminal of the battery.



WRU90-EF177

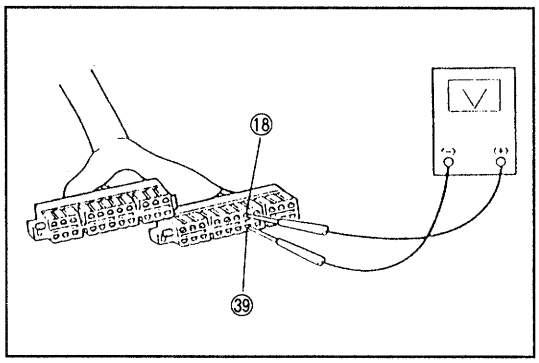
(5) Start the engine. Ensure that the specified voltage is applied between the SST terminals ⑱ and ㊴ (negative) when the cooling water temperature is below 40°C (104°F).
Specified Voltage: About battery voltage

Check the wiring from the battery to the ECU terminal ㊳ if the measured value is less than the specified voltage.
If no abnormality exists in the wiring, proceed to the ECU check. (See page EF–84.)

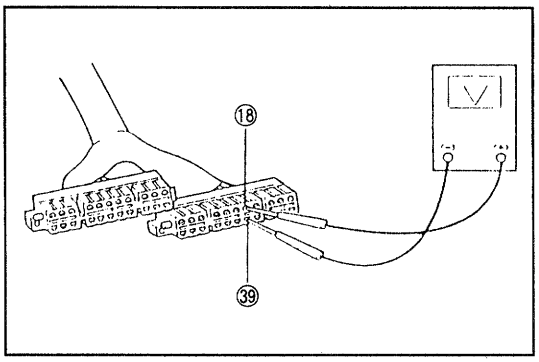
(6) Warm up the engine until the cooling water temperature becomes above 40°C (104°F).

(7) Ensure that the specified voltage is applied between the SST terminals ⑱ and ㊴ (negative).
Specified Voltage: 3 V or less

If the measured value exceeds the specified voltage, Proceed to the ECU check. (See page EF–84.)



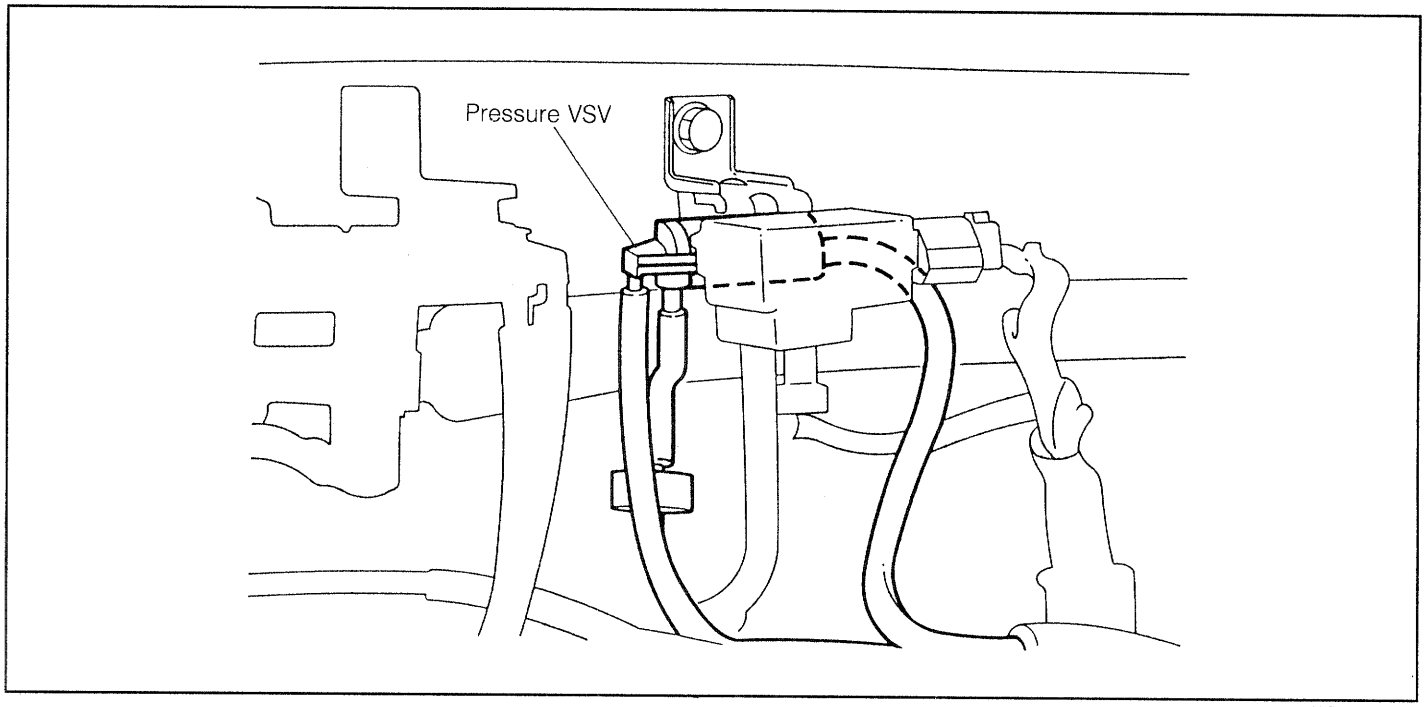
WRU90-EF178



WRU90-EF179

(8) Turn OFF the ignition switch.
(9) Disconnect the battery ground cable from the negative (–) terminal of the battery.
(10) Remove the SST by disconnecting the ECU and engine wire connectors of the SST.
(11) Connect the engine wire to the ECU.
(12) Install the ECU cover to the cowl panel.
(13) Reconnect the ground cable terminal to the negative (–) terminal of the battery.

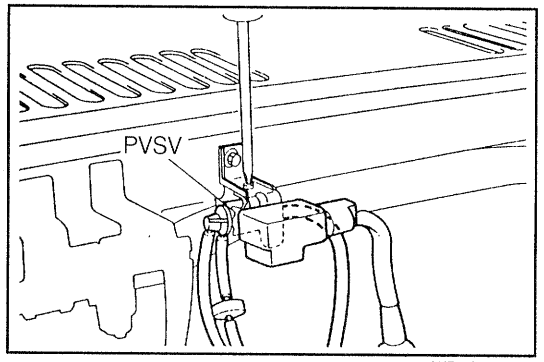
PRESSURE VSV



WRU90-EF180

INSPECTION OF PRESSURE VSV

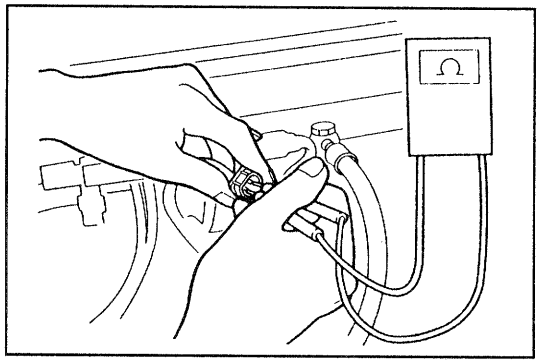
1. Unit inspection of pressure VSV
   (1) Detach the pressure VSV from the bracket, disconnect the connector and vacuum hoses that have been connected to the pressure VSV.



WRU90-EF181

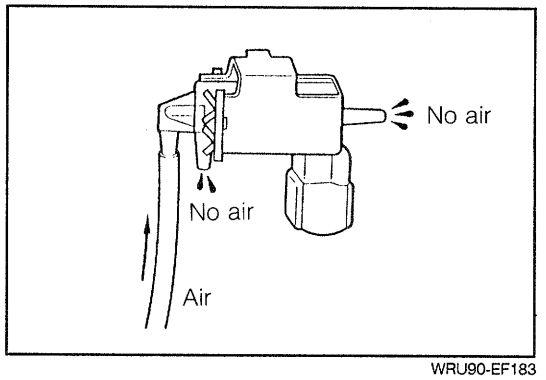
   (2) Check that the resistance between the terminals of the VSV conforms to the specification.
   Specified Resistance: 20 - 60 Ω

   Replace the VSV with a new part if the resistance does not conform to the specification.



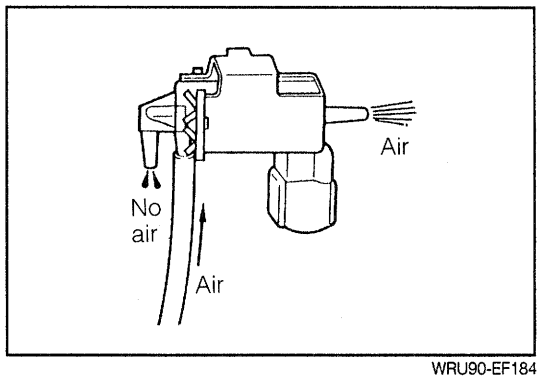
WRU90-EF182

   (3) Connect a suitable rubber hose to the VSV as shown in the right figure. Ensure that no air continuity exists. Replace the VSV with a new part if air continuity exists.



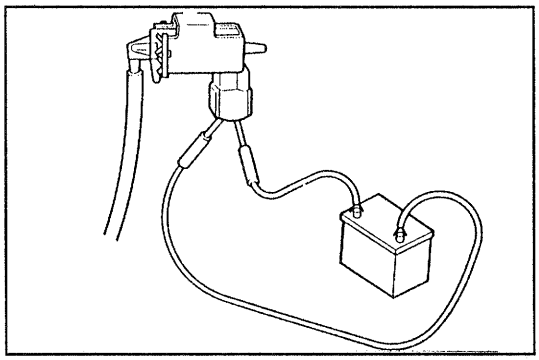
WRU90-EF183

(4) Connect a suitable rubber hose to the VSV as shown in the right figure. Ensure that air continuity exists.
Replace the VSV with a new part if no air continuity exists.

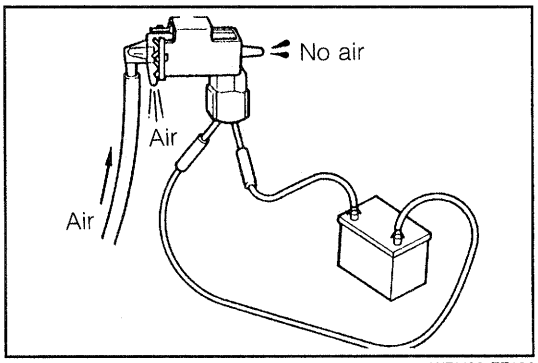


WRU90-EF184

(5) Apply the battery voltage to the pressure VSV as shown in the right figure.

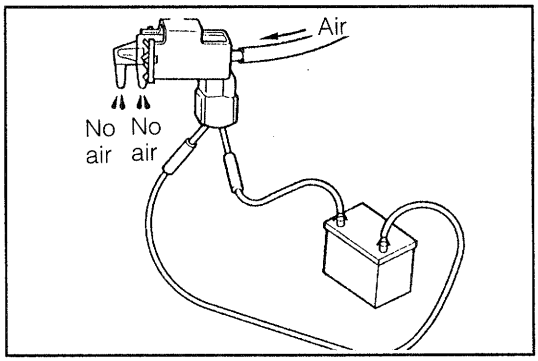

WRU90-EF185

(6) Connect a suitable rubber hose to the pressure VSV as shown in the right figure. Ensure that air continuity exists.
Replace the VSV with a new part if no air continuity exists.



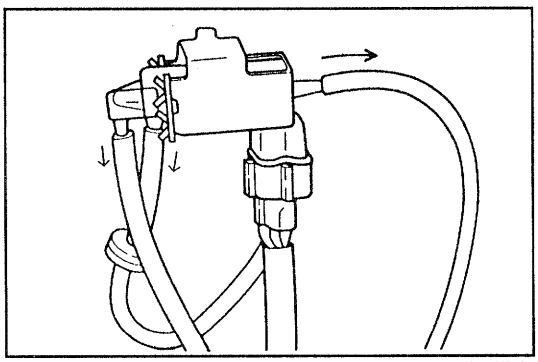
WRU90-EF186

(7) Connect a suitable rubber hose to the pressure VSV as shown in the right figure. Ensure that no air continuity exists.
Replace the VSV with a new part if air continuity exists.
(8) Remove the battery voltage being applied to the VSV.
(9) Connect the disconnected vacuum hoses and connector.

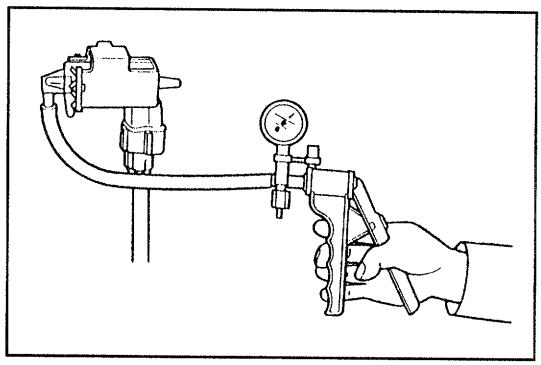


WRU90-EF187

2. Inspection of pressure VSV system
(1) With the ignition switch turned OFF, disconnect the vacuum hoses which have been connected to the pressure VSV.

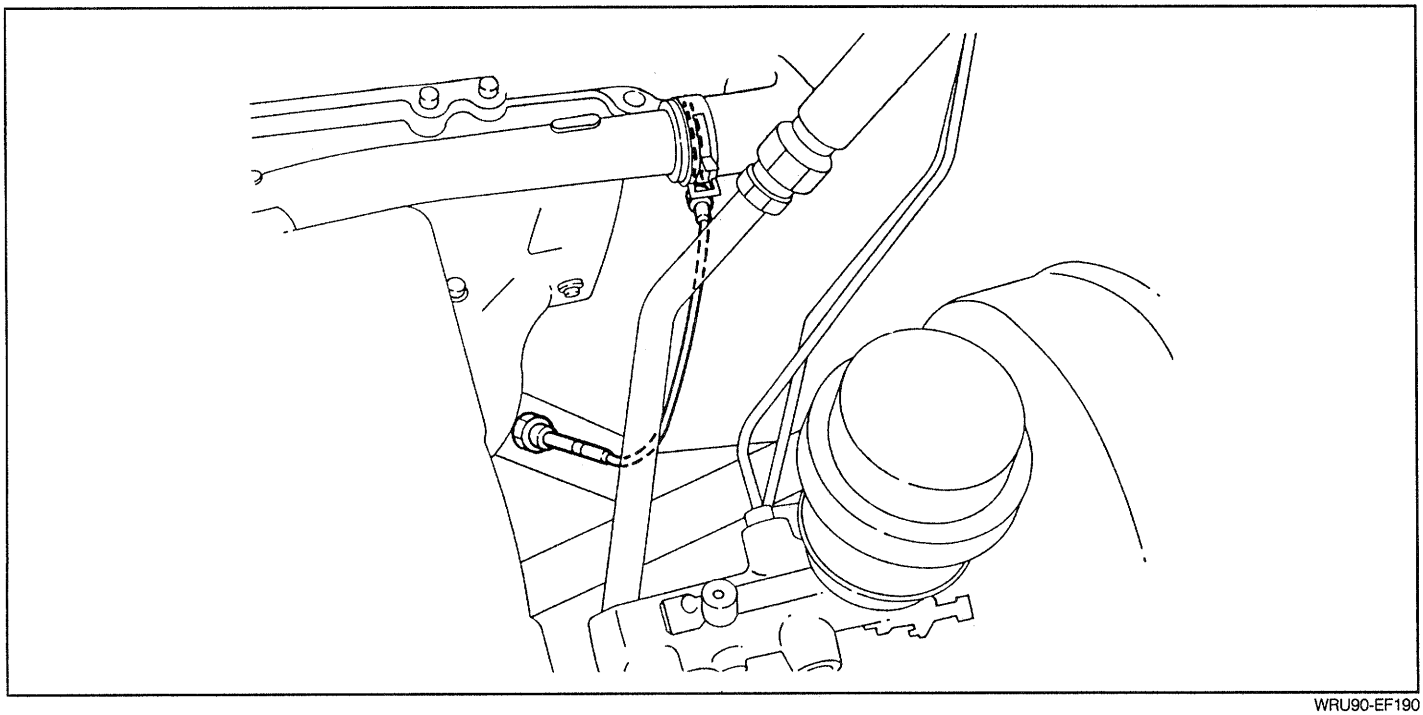

WRU90-EF188

(2) Connect a MityVac (vacuum pump) as shown in the right figure. Apply a negative pressure of 200 mmHg (7.87 inchHg).
(3) Ensure that the negative pressure which was applied in the step (2) becomes zero when the ignition switch turned ON.
Check the wiring from the battery to the ECU terminal ㊳ if the negative pressure does not become zero.
If no abnormality exists in the wiring, proceed to the ECU check. (See page EF–84.)
(4) Remove the MityVac. Connect the vacuum hose to the pressure VSV.



WRU90-EF189

OXYGEN SENSOR



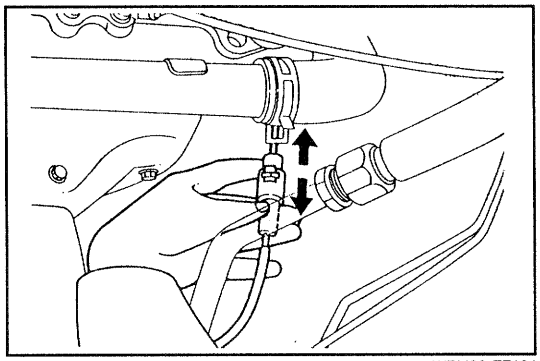
WRU90-EF190

Inspection of oxygen sensor

1. Unit inspection of oxygen sensor
   (1) Disconnect the oxygen sensor connector.

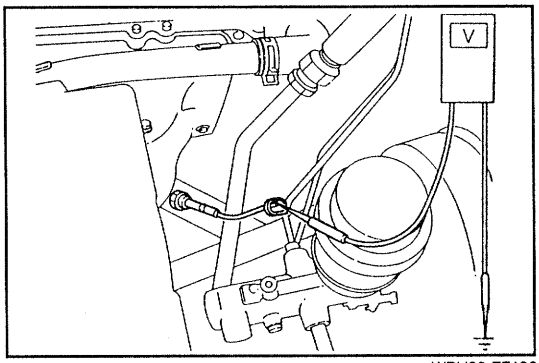
   WARNING:
   Do not attempt this operation unless the engine has been cooled.

   CAUTION:
   Securely tie the disconnected connector to safety position with the string.



WRU90-EF191

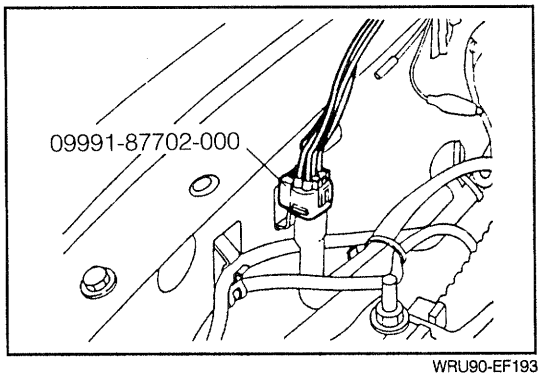
   (2) Start and warm up the engine completely.
   (3) Connect a voltmeter to the connector of the oxygen sensor.
   (4) Depress the accelerator pedal. At this time, ensure that the reading of the voltmeter is 0.45 V or more.
   Replace the oxygen sensor with a new part if the reading is not 0.45 V or more.
   (5) Remove the voltmeter from the oxygen sensor connector. Reconnect the connector. Install the connector to the clamp.



WRU90-EF192

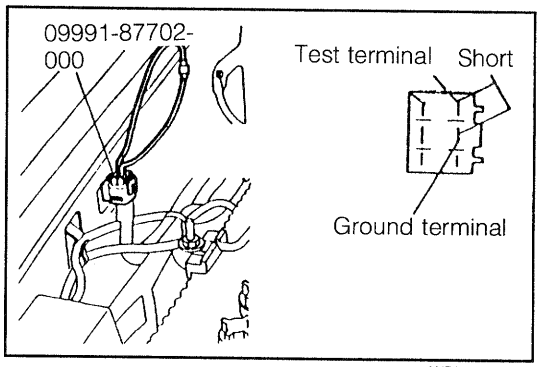
   WARNING:
   Be very careful not to scald your hand.

2. System inspection of oxygen sensor
   (1) Remove the cap of the check connector. Connect the following SST to the check connector.
   SST: 09991-87702-000



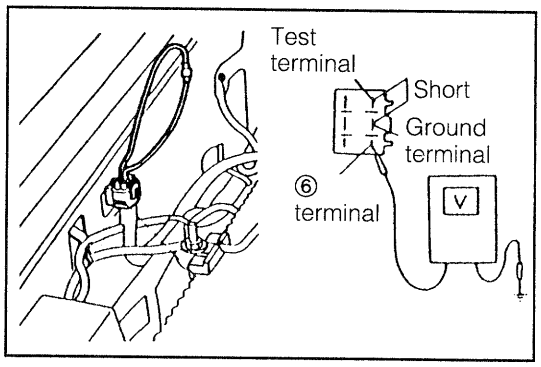
WRU90-EF193

(2) Start and warm up the engine completely.
(3) Connect the test terminal (brown) of the SST to the ground terminal (black).



WRU90-EF194

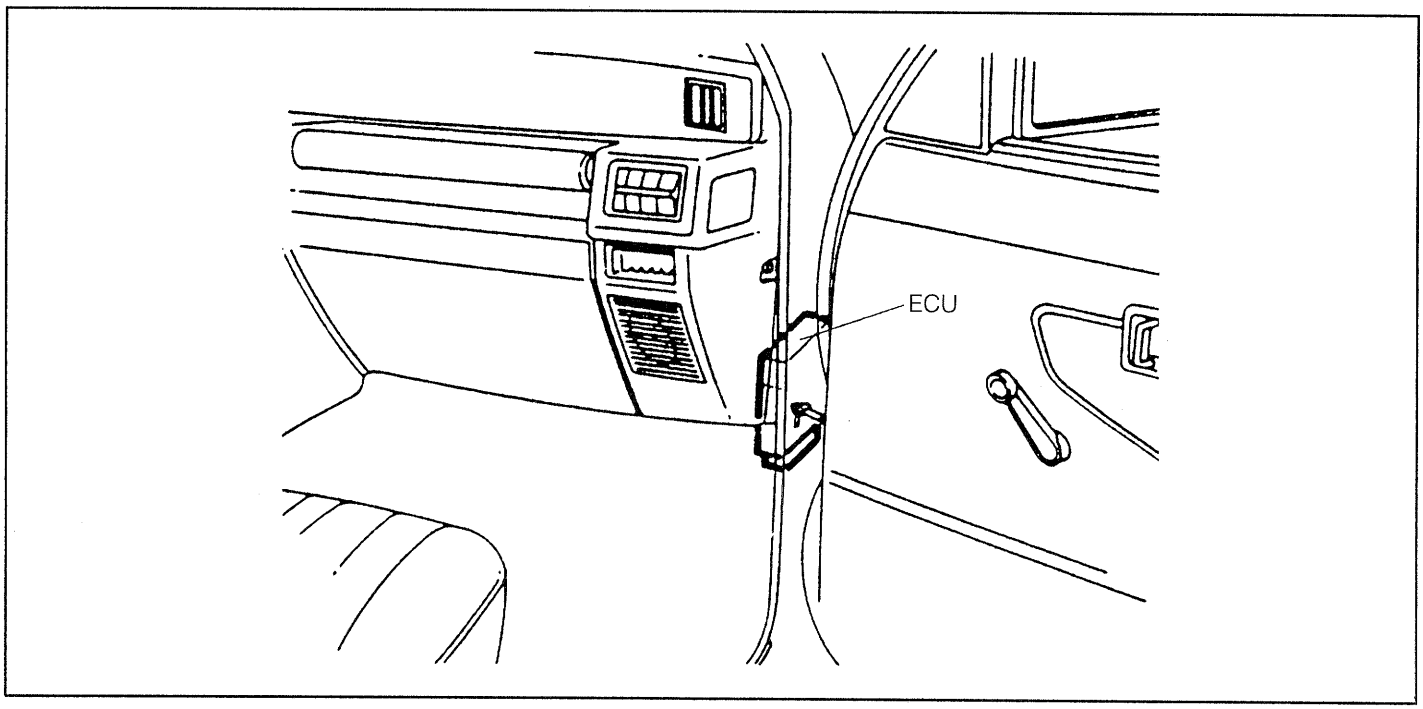
(4) Connect a voltmeter to the output terminal (green) of the SST.



(5) Hold the engine speed at 3000 rpm.
(6) After a lapse of 2 minutes, ensure that the reading of the voltmeter connected in the step (4) changes eight times or more for 10 seconds.
If the change in voltage fails to occur eight times or more, check the diagnosis code. Replace the oxygen sensor if no malfunction code is memorized.
(7) Stop the engine.
(8) Remove the SST which was connected to the check connector. Attach the cap to the check connector.

WRU90-EF195

ELECTRONIC CONTROL UNIT (ECU)



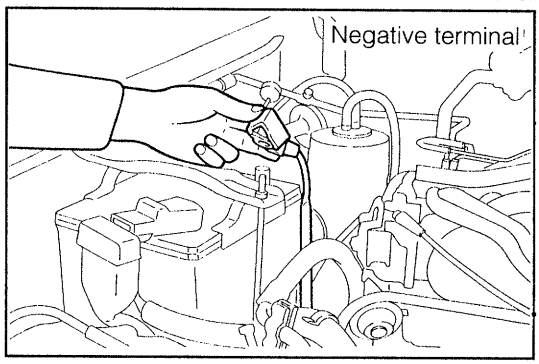
WRU90-EF196

INSPECTION OF ECU

1. Measurement of ECU input/output voltage
   NOTE:
   - The wiring circuit of the EFI can be checked by measuring the voltage and resistance at the ECU connector terminals.
   - The measurement of voltage should be conducted while all of the connectors are connected.
   - Make sure that the battery voltage is 11 V or more when the ignition switch is turned ON.

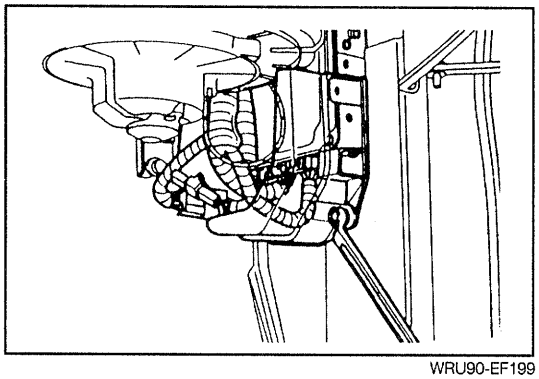
   (1) Disconnect the battery ground cable from the negative terminal (–) of the battery.

WRU90-EF197



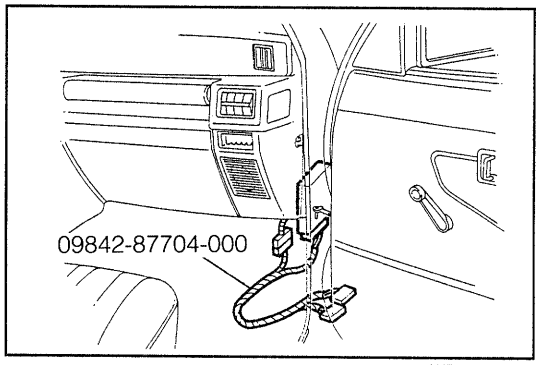
WRU90-EF198

   (2) Remove the ECU cover.



WRU90-EF199

(3) Connect the following SST between the ECU and the engine wire.
SST: 09842-87704-000

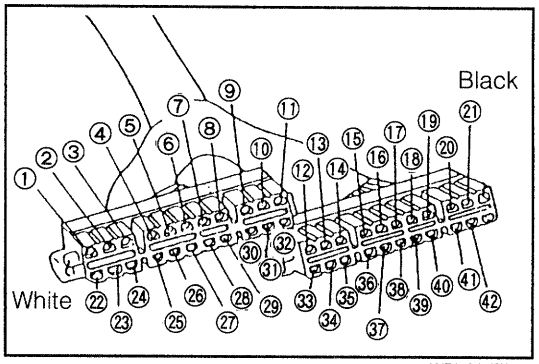


WRU90-EF200

NOTE:
Before the SST is connected, make sure that no open wire and/or no short exists between the SST terminals.

(4) Connect the battery ground cable to the negative (–) terminal of the battery.
(5) Measure the voltage between the terminals under each condition shown in the table below.
Replace the ECU if the engine shows abnormality despite the fact that all measured results are normal.
If the measured results are abnormal, check the malfunctioning system. Repair or replace the malfunctioning part.
Replace the ECU if no abnormality exists in the wiring system.

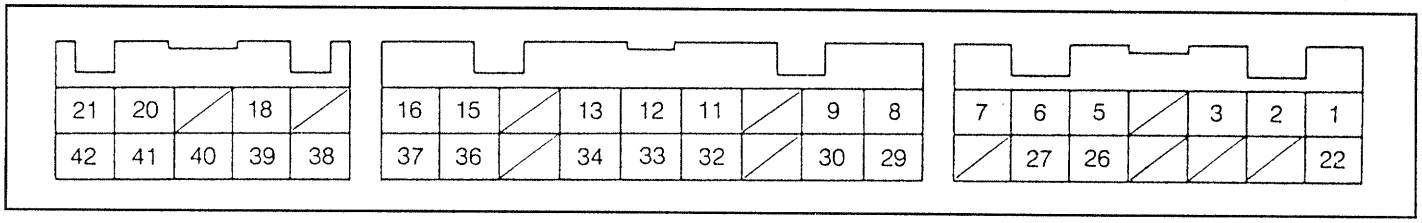
NOTE:
The measurement should be carried out at the measuring terminals of the SST.

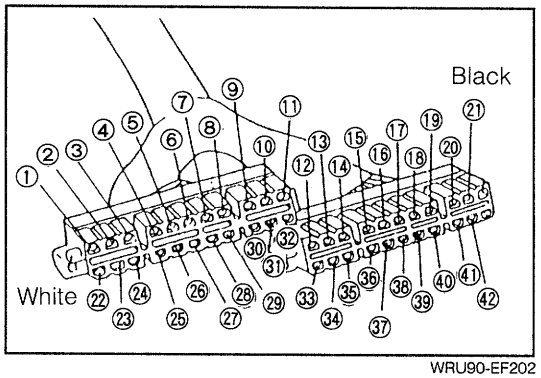


WRU90-EF201

Table Showing ECU Connections

Terminal code	Contents of connection	Terminal code	Contents of connection
1	Main relay (Power supply)	22	Main relay (Power supply)
2	Battery (Backup power supply)	23	
3	Ignition coil primary voltage	24	
4		25	
5	Pressure sensor power supply	26	Oxygen sensor
6	Pressure sensor	27	Intake air temperature sensor
7	Cooling water temperature sensor	28	
8	Vehicle speed sensor	29	Operation system ground (Engine)
9	Electrical load (Headlamp and defogger)	30	Electrical load (Blower fan)
10		31	
11	Check connector (Test terminal)	32	Throttle position switch (Power switch)
12	Throttle position switch (Idle switch)	33	Stop lamp
13	Starter	34	Air conditioner magnet switch
14		35	
15	Oxygen sensor feedback check terminal	36	Operation system ground
16	Check engine lamp	37	Fuel pump relay
17		38	Pressure VSV
18	EGR VSV	39	System ground
19		40	Idle speed control VSV
20	Injector	41	Injector
21	Actuator drive ground (Engine)	42	Actuator drive ground (Engine)





WRU90-EF202

Voltages at ECU connectors

Terminals	STD Voltage	Condition		See page
① — ㊴	Approx. battery voltage	Ignition switch ON		EF–39
② — ㊴	Approx. battery voltage	At all time		EF–39
③ — ㊴	Approx. battery voltage	Ignition switch ON	When engine is stopped:	EF–44
⑤ — ㊱	4.5 - 5.5 V	Ignition switch ON		EF–42
⑥ — ㊴	3.2 - 4.0 V	Ignition switch ON	When atmospheric pressure of 760 mmHg (29.9 inchHg) exists.	EF–42
⑦ — ㊴	0.4 - 0.65 V	Ignition switch ON	When cooling water temperature is 80°C (176°F):	EF–45
⑧ — ㊴	0 - Approx. battery voltage	Ignition switch ON	Measured voltage changes when vehicle is moved 1.5 m (4.93 ft).	EF–51
⑨ — ㊴	Less than 5.0 V	Ignition switch ON	When defogger and headlamp switches are turned OFF:	EF–70
	Approx. battery voltage	Ignition switch ON	When defogger and/or headlamp switches are turned ON:	
⑪ — ㊴	Approx. battery voltage	Ignition switch ON	When test terminal of check connector is not connected with ground terminal:	—
	Less than 1.0 V	Ignition switch ON	When test terminal of check connector is connected with ground terminal:	—
⑫ — ㊴	Less than 5.0 V	Ignition switch ON	Throttle valve fully closed	EF–47
	Approx. battery voltage	Ignition switch ON	Throttle valve fully opened	
⑬ — ㊴	0 V	Ignition switch ON		EF–52
	More than 6 V	When ignition switch is set to ST position:		
⑮ — ㊴	Measured voltage changes at a point between 0 - 5.0 V.	After warming up engine completely, connect test terminal of check connector with ground terminal. Hold engine revolution speed at 3000 rpm for two minutes.		EF–82
⑯ — ㊴	Less than 3.0 V	Ignition switch ON	• Engine is stopped. • When check engine lamp is illuminated:	EF–33
	Approx. battery voltage	Ignition switch ON	• After engine starts: • When check engine lamp is extinguished:	

WRU90-EF203

Terminals	STD Voltage	Condition		See page
⑱ — ㊴	Approx. battery voltage	Ignition switch ON	• After engine starts: • Cooling water temperature is below 40°C (104°F).	EF–76
	Less than 3.0 V	Ignition switch ON	• After engine starts: • Cooling water temperature is above 41°C (106°F).	
⑳ — ㊴	Less than 1.0 V	At least 30 seconds have elapsed after turning OFF ignition switch.		EF–57
	Approx. battery voltage	Ignition switch ON	• Engine is stopped.	
㉑ — ㊴	Less than 0.01 V	Ignition switch ON		—
㉒ — ㊴	Approx. battery voltage	Ignition switch ON		EF–56
㉖ — ㊴	Change in output voltage	Ignition switch ON	After warming up engine completely, hold engine revolution speed at 3000 rpm for two minutes.	EF–82
㉗ — ㊴	1.5 - 3.0 V	Ignition switch ON	Air temperature inside intake manifold is 20°C(68°F):	EF–63
㉙ — ㊴	Less than 0.1 V	Ignition switch ON		—
㉚ — ㊴	Approx. battery voltage	Ignition switch ON	• Blower fan switch turned OFF	EF–70
	Less than 2.0 V	Ignition switch ON	When blower fan switch turned ON:	
㉜ — ㊴	Approx. battery voltage	Ignition switch ON	Throttle valve fully closed	EF–65
	Less than 5.0 V	Ignition switch ON	Throttle valve fully opened	
㉝ — ㊴	Less than 1.0 V	Ignition switch ON	When brake pedal is not depressed:	—
	Approx. battery voltage	At all time	When brake pedal is depressed:	—

WRU90-EF204

Terminals	STD Voltage	Condition		See page
㉞ — ㊴	Less than 1.0 V	Ignition switch ON	When compressor magnet switch of air conditioner is turned OFF:	EF– 53
	Approx. battery voltage	Ignition switch ON	When compressor magnet switch of air conditioner is turned ON:	
㊱ — ㊴	Less than 0.1 V	Ignition switch ON		—
㊲ — ㊴	Approx. battery voltage	Ignition switch ON	When fuel pump is stopped:	EF– 58
	Less than 2.0 V	Ignition switch ON	When fuel pump is operating:	
㊳ — ㊴	Approx. battery voltage	Ignition switch ON	When pressure VSV is turned OFF:	EF– 67
	Less than 3.0 V	Ignition switch ON	For 0.5 second immediately after engine starts	
㊴ — Engine ground	Less than 0.1 V	Ignition switch ON		—
㊵ — ㊴	Less than 3.0 V	Ignition switch ON	Engine is stopped.	EF– 79
	Approx. battery voltage	Ignition switch ON	When test terminal of check connector is connected with ground terminal:	
㊶ — ㊴	Less than 1.0 V	At least 30 seconds have elapsed after turning OFF ignition switch.		EF–115
	Approx. battery voltage	Ignition switch ON	Engine is stopped.	
㊷ — ㊴	Less than 0.1 V	Ignition switch ON		—

(6) Turn OFF the ignition switch.
(7) Disconnect the battery ground cable from the negative (–) terminal of the battery.
(8) Remove the SST by disconnecting the ECU and engine wire connectors of the SST.
(9) Reconnect the engine wire to the ECU.
(10) Install the ECU cover to the cowl panel.
(11) Reconnect the ground cable terminal to the negative (–) terminal of the battery.

WRU90-EF205

2. Measurement of resistance of sensor circuits
CAUTION:
- Be sure to conduct the voltage measurement at the SST terminals.
- The resistance measurement should be conducted with the connector of the ECU disconnected.

(1) Disconnect the battery ground cable from the negative (–) terminal of the battery.
(2) Remove the ECU cover.
(3) Disconnect the engine wire connectors of the ECU.
(4) Connect the following SST to the engine wire connectors.
SST: 09842-87704-000

NOTE:
Do not connect the SST to the ECU side.

(5) Measure the resistance between the terminals shown in the table under each condition.
Replace the ECU if the engine is abnormal despite the fact that the measurement results are normal.
If the measurement results are abnormal, check the malfunctioning system. Repair or replace the malfunctioning part.
NOTE:
As for the ECU terminal connection table, refer to page EF–86.

WRU90-EF206

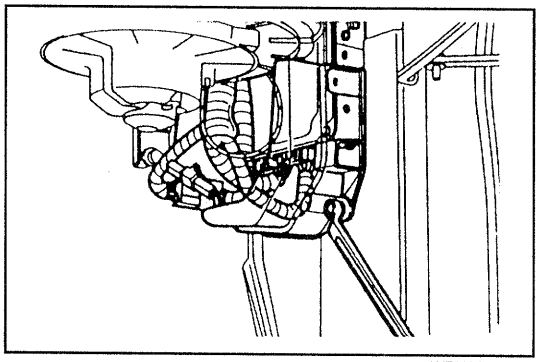
Terminals	STD Voltage	Condition	See page
⑦ — ㉙	0.322 ± 0.1	When cooling water temperature is 80°C (176°F):	EF–60
⑫ — ㊴	Less than 29	Throttle valve fully closed	EF–65
	More than 1000	Throttle valve fully opened	
㉗ — ㉙	2.45 ± 0.5	When air temperature inside intake manifold is 20°C (68°F):	EF–63
㉜ — ㊴	More than 1000	Throttle valve fully closed	EF–65
	Less than 29	Throttle valve fully opened	

(6) Disconnect the SST connectors from the engine wire.
(7) Connect the engine wire connectors to the ECU.
(8) Install the ECU cover to cowl panel.
(9) Reconnect the ground cable terminal to the negative (–) terminal of the battery.

WRU90-EF207

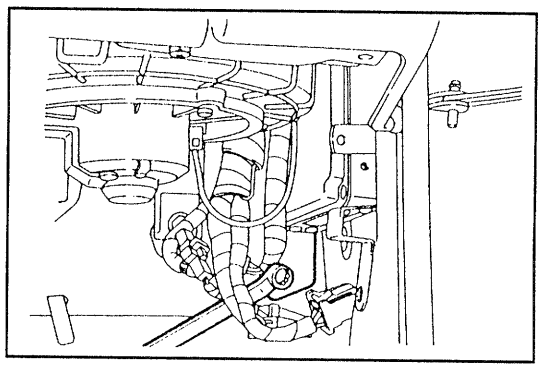
REMOVAL/INSTALLATION OF ECU

1. Disconnect the battery ground cable from the negative (–) terminal of the battery.
2. Remove the ECU cover.
3. Disconnect the engine wire connectors from the ECU.



WRU90-EF208

4. Remove the ECU from the instrument panel by removing the attaching screws.
5. Install a new ECU to the instrument panel.
   CAUTION:
   Do not touch the bracket screws mounted on the ECU proper.
   This tampering will cause an ECU malfunction.



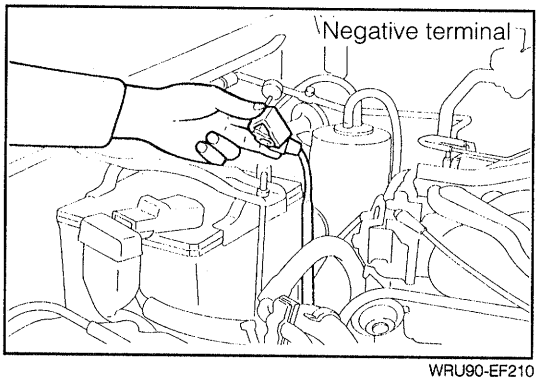
6. Connect the engine wire connectors to the ECU.
7. Install the ECU cover to the cowl panel.
8. Connect the ground cable terminal to the negative (–) terminal of the battery.

WRU90-EF209

FUEL CUT RPM

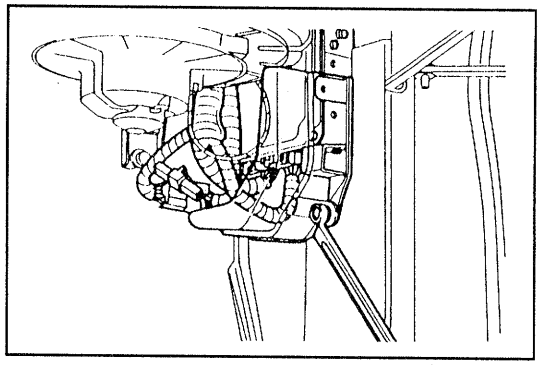
INSPECTION OF FUEL CUT RPM

1. Disconnect the battery ground cable from the negative (–) terminal of the battery.



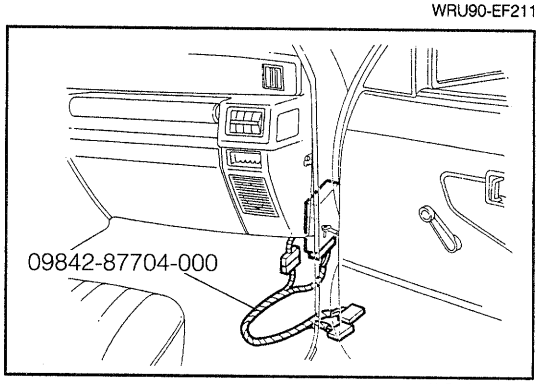
WRU90-EF210

2. Remove the ECU cover.



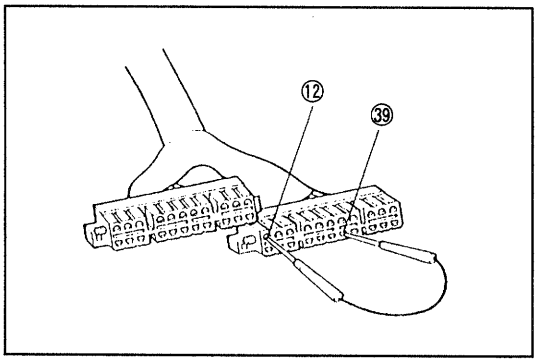
WRU90-EF211

3. Connect the following SST between the ECU and the engine harness.
   SST: 09842-87704-000



WRU90-EF212

4. Connect the SST terminals ⑫ and ㊴.



5. Connect the battery ground cable to the negative (–) terminal of the battery.
6. Start and warm up the engine fully.

WRU90-EF213

7. After the engine has been warmed up completely, increase the engine revolution speed gradually. Ensure that the change in the engine revolution speed occurs between the fuel cut revolution speed and the fuel return revolution speed.

Fuel cut revolution speed (rpm)	AC OFF	1650
	AC ON	2300
Fuel return revolution speed (rpm)	AC OFF	1300
	AC ON	1600

WRU90-EF214

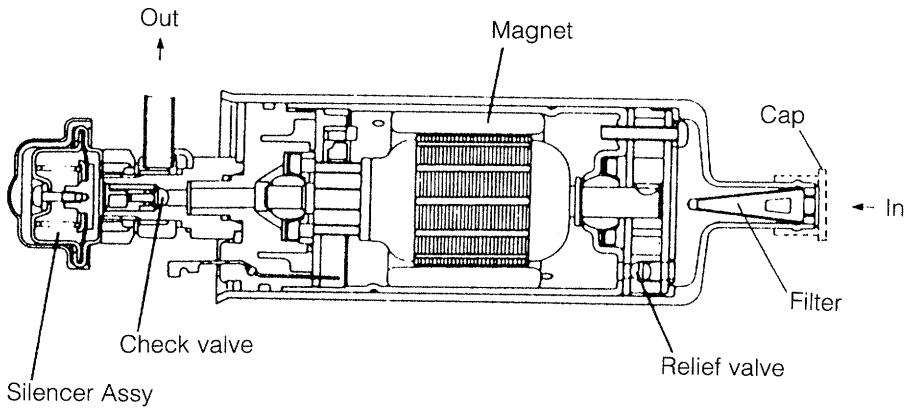
8. Turn OFF the ignition switch.
9. Disconnect the battery ground cable from the negative (–) terminal of the battery.
10. Remove the SST by disconnecting the ECU and engine wire connectors of the SST.
11. Reconnect the engine wire to the ECU.
12. Install the ECU cover to the cowl panel.
13. Reconnect the ground cable terminal to the negative (–) terminal of the battery.

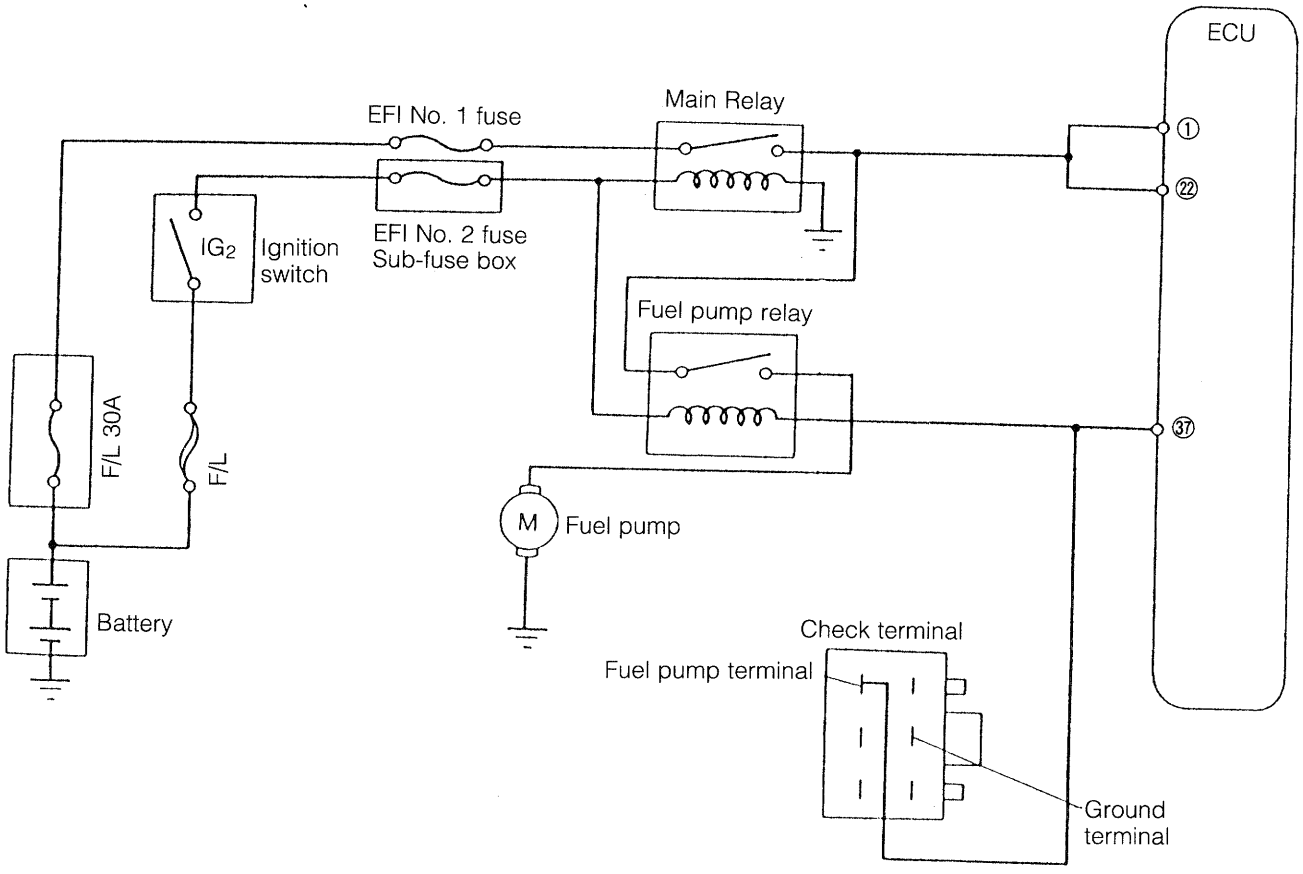
WRU90-EF215

FUEL SYSTEM

FUEL PUMP

WARNING:
When working on the fuel system, never smoke nor allow any open flame to be brought near the working site.



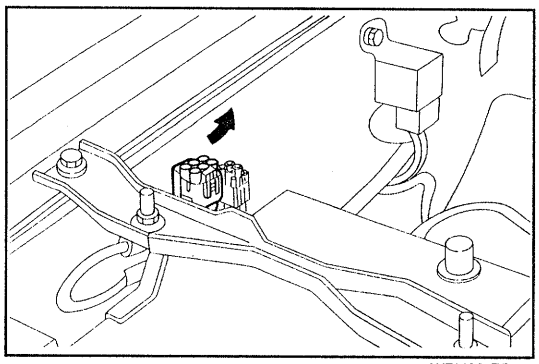


WRU90-EF216

IN-VEHICLE INSPECTION

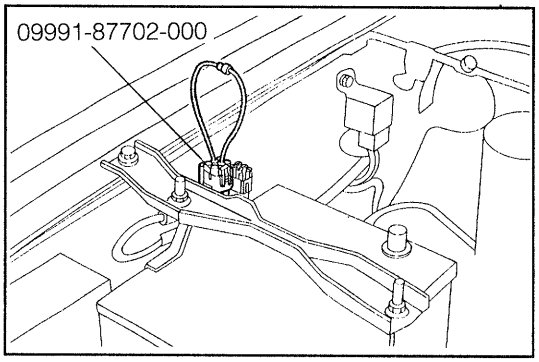
Check of fuel pump operation

1. Connection of SST (09991-87702-000)
   (1) Detach the check connector cap.



WRU90-EF217

   (2) Connect the SST to the check connector. Connect the SST terminal F (white/black) to the ground terminal (black).

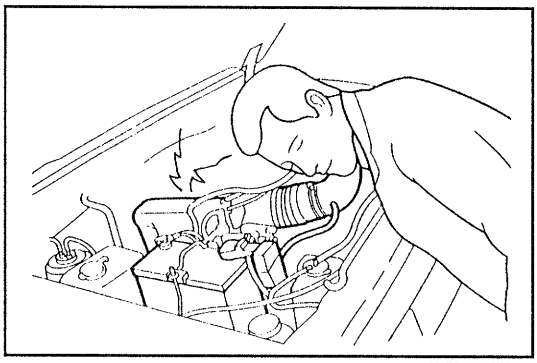


WRU90-EF218

2. Check of fuel flowing sound
   (1) Turn ON the ignition key switch.

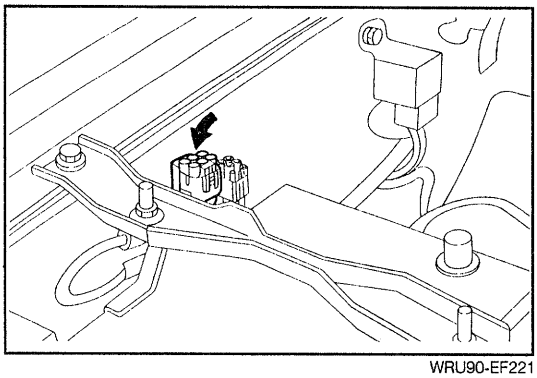
WRU90-EF219

   (2) Check to see if you can hear fuel flowing sound around the pressure regulator.
   (3) If you can hear no fuel flowing sound, check the following parts. Repair them, as required.
   - Fusible links
   - Fuses
   - Main relay
   - Fuel pump
   - Wiring and wiring connections



WRU90-EF220

3. SST Removal
   (1) Turn OFF the ignition switch.
   (2) Remove the SST from the check connector.
   (3) Attach the cap on the check connector.



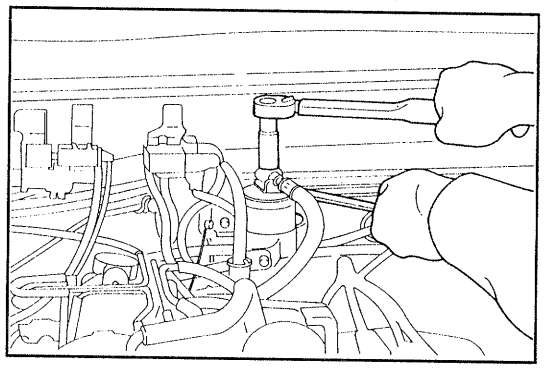
WRU90-EF221

Check of fuel pressure

1. Ensure that the battery voltage is 12 volts or more.
2. Disconnect the ground cable terminal from the negative (–) terminal of the battery.
3. Place a suitable container or cloth, etc. under the fuel filter.

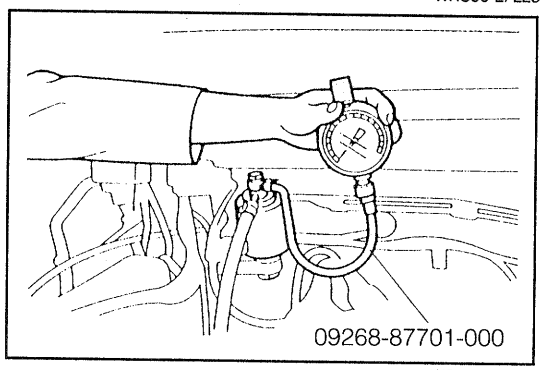
WRU90-EF222

4. Loosen the union bolt gradually.
   CAUTION:
   The fuel pressure at the inside of the fuel line is approximately 2.55 kg/cm^2 (36.3 psi) higher than the atmospheric pressure. Hence, be sure to gradually loosen the union bolt so as to prevent fuel from splashing.
   Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the fuel filter so that no fuel may get to the resin or rubber parts of the vehicle.



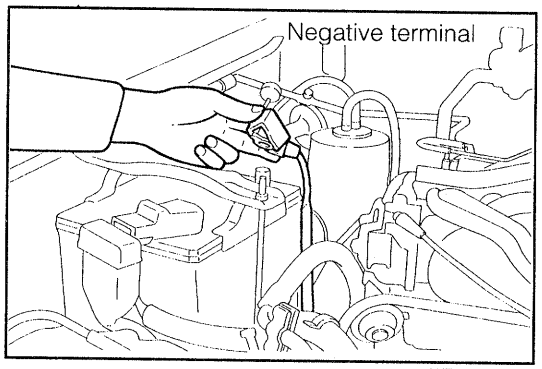
WRU90-EF223

5. Install the SST (fuel pressure gauge) between the fuel hose No. 1 and the fuel filter by means of the union bolt with a new gasket interposed.
   SST: 09268-87701-000
   Tightening Torque: 3.5 - 4.5 kg-m
   (25.3 - 32.5 ft-lb, 34.3 - 44.1 N·m)



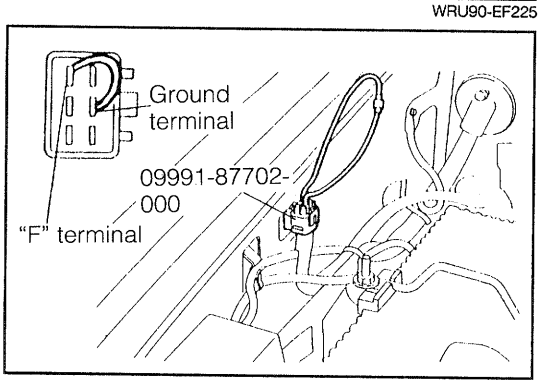
WRU90-EF224

6. Reconnect the ground cable terminal to the negative (–) terminal of the battery.



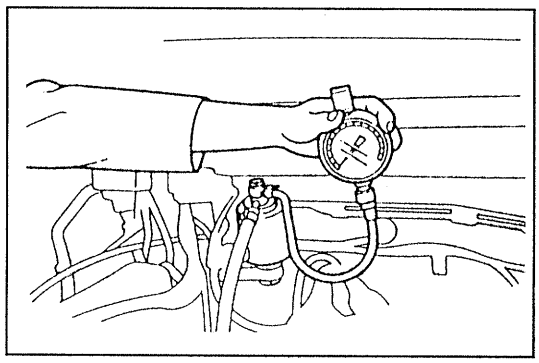
WRU90-EF225

7. Connection of SST (09991-87702-000)
   (1) Remove the cap on the check terminal.
   (2) Connect the SST to the check connector.
   (3) Connect the SST terminal fuel pump (white/black) to the ground terminal (black).
8. Turn ON the ignition switch.



WRU90-EF226

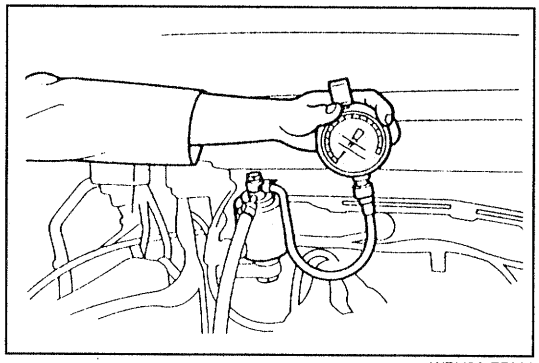
9. Check to see if the fuel pressure conforms to the specified pressure.
   Specified Fuel Pressure: 2.3 - 2.8 kg/cm² (33 - 40 psi)


WRU90-EF227

If the fuel pressure is higher than the specified pressure, check and/or repair the following items.
(1) Fuel return hose and/or pipe for restriction or damage.
(2) Rubber hose connected between pressure regulator and surge tank for restriction.
(3) If the check results of (1) and (2) are satisfactory, replace the pressure regulator. (See page EF–108.)

If the fuel pressure is lower than the specified pressure, check and/or repair the following items.
(1) Fuel hose and/or pipe for restriction or damage or leakage.
(2) Fuel filter for restriction. (See page EF–104.)
(3) Check fuel flow rate. (See page EF–98.)
(4) Pressure regulator. (See page EF–108.)

10. Turn OFF the ignition switch. After a lapse of three minutes, check to see if the fuel pressure is the specified pressure or more.
    Specified Fuel Pressure: 1.8 kg/cm² or more (25.6 psi or more)


WRU92-EF338

If the fuel pressure is lower than the specified pressure, check and/or repair the following items.
(1) Injector (See page EF–115.)
(2) Pressure regulator (See page EF–108.)
(3) Fuel hose and/or pipe for damage or leakage.

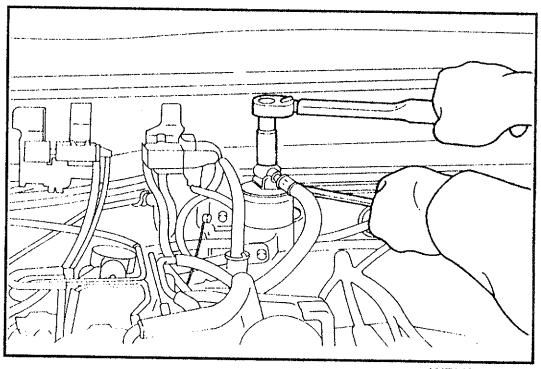
11. SST removal
(1) Turn OFF the ignition key switch.
(2) Disconnect the ground cable terminal from the negative terminal (–) of the battery.
(3) Loosen the fuel filter union bolt gradually.

CAUTION:
The fuel pressure at the inside of the fuel line is approximately 2.5 atm. higher than the atmospheric pressure. Hence, be sure to gradually loosen the union bolt so as to prevent fuel from splashing.
Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the fuel filter so that no fuel may get to the resin or rubber parts of the vehicle.

(4) Remove the SST (fuel pressure gauge).
    SST: 09268-87701-000

WRU90-EF229

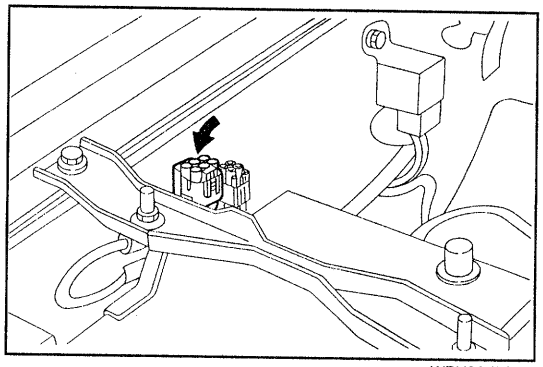
(5) Install the fuel hose No. 1 to the fuel filter by means of the union bolt with a new gasket interposed.
Tightening Torque: 3.5 - 4.5 kg-m
(25.3 - 32.5 ft-lb, 34.3 - 44.1 N·m)



WRU90-EF230

(6) Remove the SST from the check connector.
SST: 09991-87702-000

(7) Attach the cap on the check connector.
(8) Reconnect the ground cable terminal to the negative (–) terminal of the battery.



WRU90-EF231

12. Check of fuel leakage
Start the engine. Check to see if any fuel leakage is present.
Repair any defective part if the fuel leakage exists.

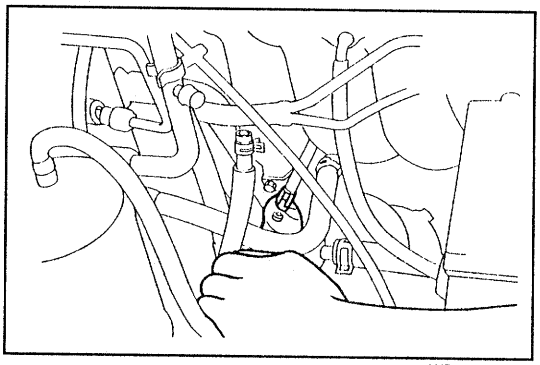
WRU90-EF232

Check of fuel flow rate

1. Ensure that the battery voltage is 12 volts or more.
2. Disconnect the ground cable terminal from the negative (–) terminal of the battery.
3. Place a suitable container or cloth, etc. under the pressure regulator.

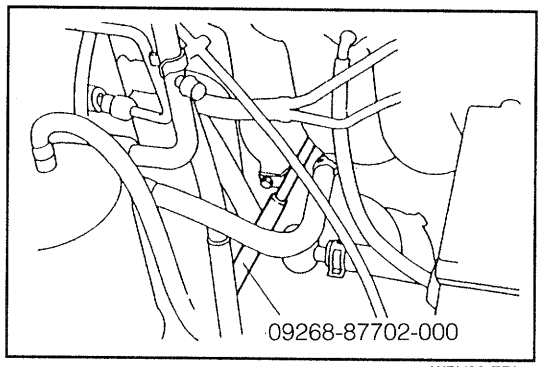
WRU90-EF233

4. Disconnect the fuel return hose connected to the pressure regulator.
CAUTION:
   - Release the inner pressure of the fuel tank by removing the fuel filler cap in advance.
   - Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the pressure regulator so that no fuel may get to the alternator.



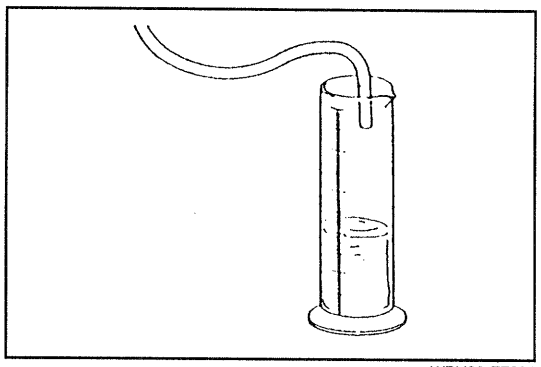
WRU90-EF234

5. Connect a suitable fuel hose (about 2 meter long) to the pressure regulator.
   Reference:
   This fuel hose is included in the SST (09268-87702-000).

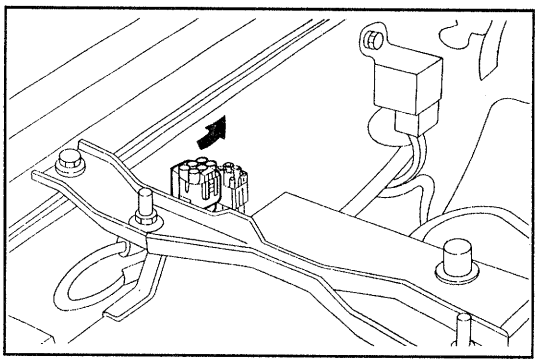


WRU90-EF235

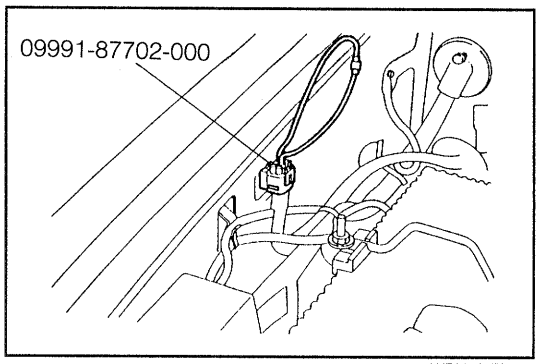
6. Insert one end of the fuel hose in a measuring cylinder.


WRU90-EF236

7. Detach the check connector cap.


WRU90-EF237

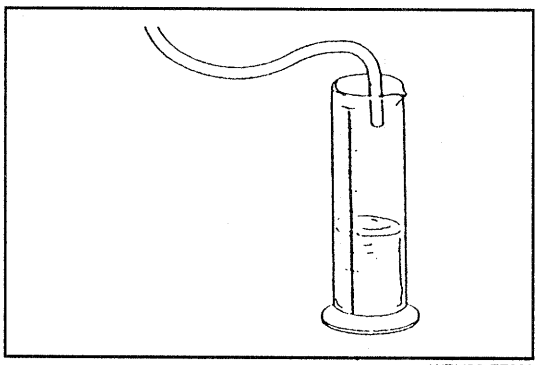
8. Connect the SST (09991-87702-000) to the check connector. Connect the SST terminal F (White/Black) to the ground terminal (Black).
9. Connect the ground cable terminal to the negative (–) terminal of the battery.
10. Turn ON the ignition switch for 15 seconds. Then, turn OFF the switch.



WRU90-EF238

11. Measure the amount of fuel collected in the measuring cylinder.
    Specified Amount of Fuel: 235 cc or more
    (14.34 cub inch or more)

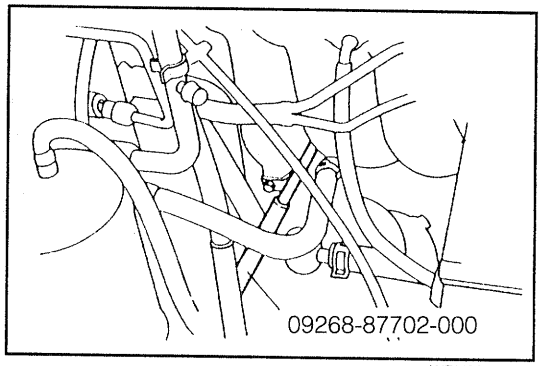
    If the fuel amount is less than the specified amount, check the fuel filter.
12. Disconnect the ground cable terminal from the negative (–) terminal of the battery.


WRU90-EF239

13. Remove the SST (09991-87702-000) from the check connector.
14. Attach the cap on the check connector.

WRU90-EF240

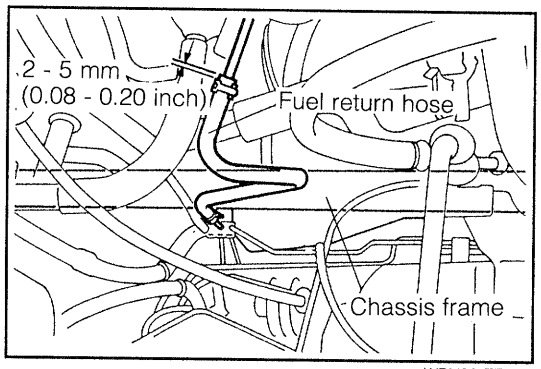
15. Disconnect the fuel hose connected to the pressure regulator.



WRU90-EF241

16. Connection of fuel return hose to fuel pipe No. 2.
    (1) Insert the fuel return hose to the fuel pipe No. 2 until second spool of fuel pipe.
    (2) Securely clamp the fuel hose at 2 - 5 mm (0.08 - 0.20 inch) from fuel return hose end with new clip.

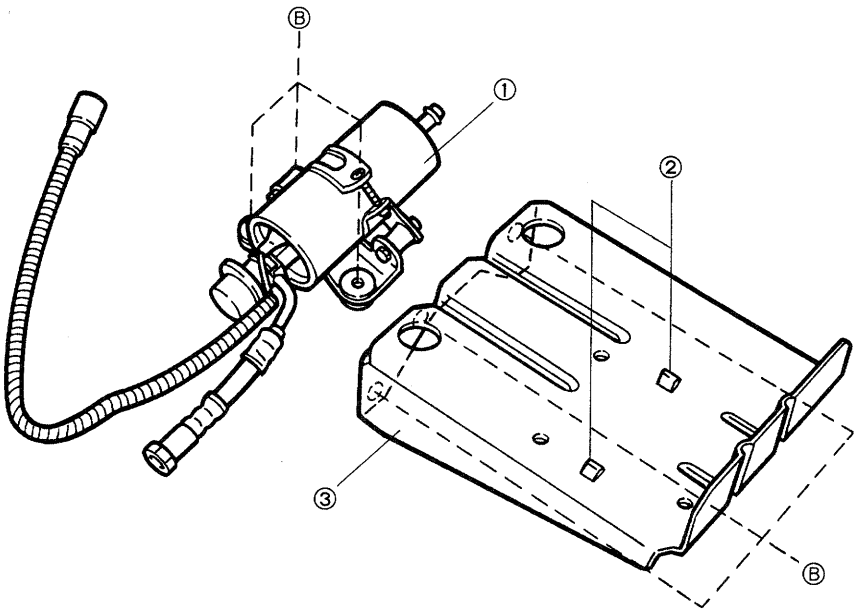
    NOTE:
    Install the fuel return hose in parallel with chassis frame.



WRU90-EF-242

17. Reconnect the ground cable terminal to the negative (–) terminal of the battery.
18. Start the engine. Check to see if any fuel leakage is present. Repair any defective part if fuel leakage exists.

REMOVAL OF FUEL PUMP



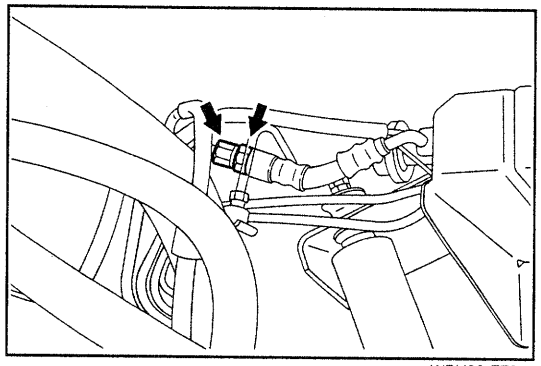
① Fuel pump Assy w/motor & bracket
② Cushion
③ Fuel pump bracket

WRU90-EF243

WARNING:
When working on the fuel system, never smoke nor allow any open flame to be brought near the working site.

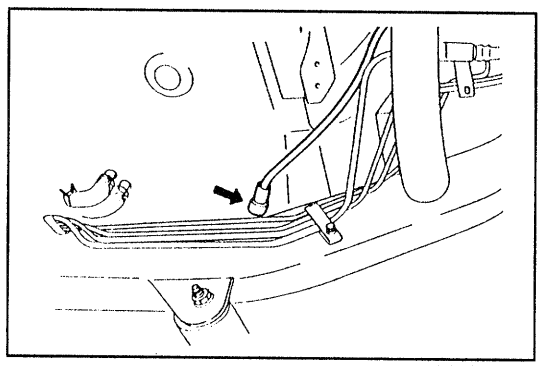
CAUTION:
- Release the inner pressure of the fuel tank by removing the fuel filler cap in advance.
- Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the fuel pump.

1. Disconnect the fuel hose front side from the fuel pump.



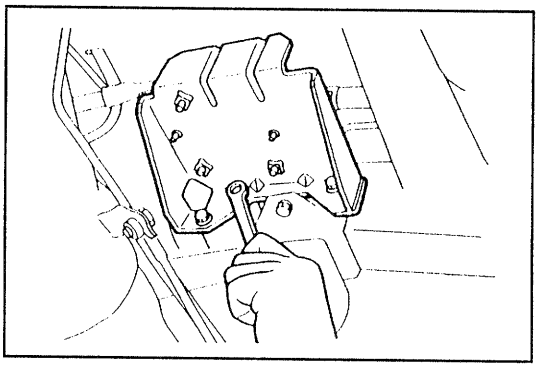
WRU90-EF244

2. Disconnect the fuel pump coupler, and detach it from the under floor.



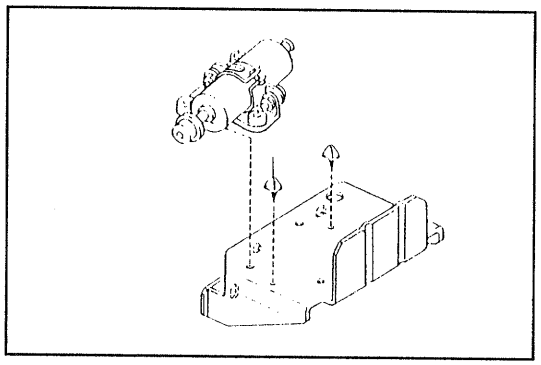
WRU90-EF245

3. Detach the fuel pump bracket by removing the three bolts.
4. Detach the fuel pump bracket from fuel pump by removing the three bolts.
5. Remove the fuel pump by disconnecting the fuel hose rear side.
   NOTE:
   - Place a suitable container or rags under the disconnecting portion because the fuel flows out.


WRU90-EF246

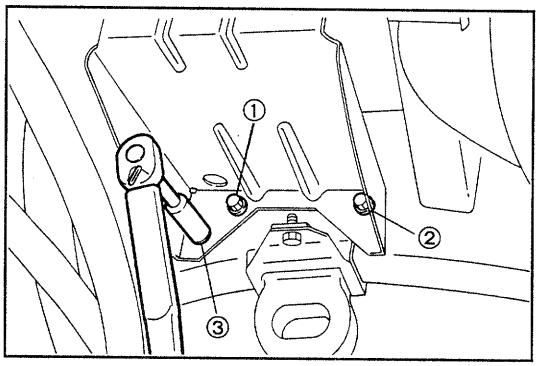
INSTALLATION OF FUEL PUMP

1. Connect the fuel hose rear side to the fuel pump.
   NOTE:
   - Ensure that the filter is installed at the fuel pump inlet port.
   - Ensure that the hose clamp is securely installed.


WRU90-EF247

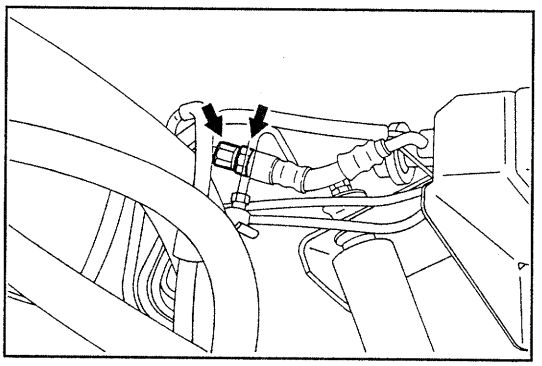
2. Install the fuel pump bracket to the fuel pump by tighten the three bolts.
   NOTE:
   Ensure that the two cushions are installed as correct position.

3. Installation of bracket
   (1) Temporarily tighten bolt No. ①.
   (2) Tighten the bolt No. ② and No. ③.
   (3) Securely tighten the bolt No. ①.
   Tightening Torque: 1.0 - 1.6 kg-m
   (7.2 - 11.6 ft-lb, 9.8 - 15.7 N·m)

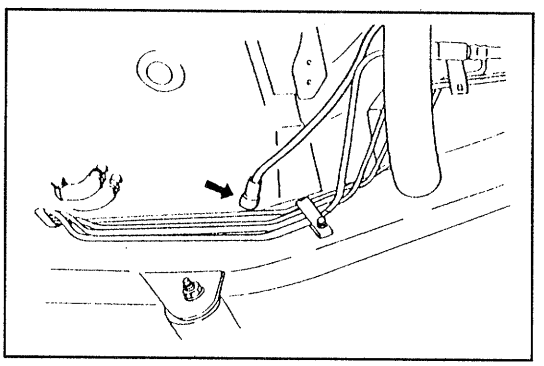


WRU90-EF248

4. Connect the fuel hose front side to the fuel pump.
   Tightening Torque: 3.5 - 4.5 kg-m
   (25.3 - 32.5 ft-lb, 34.3 - 44.1 N·m)

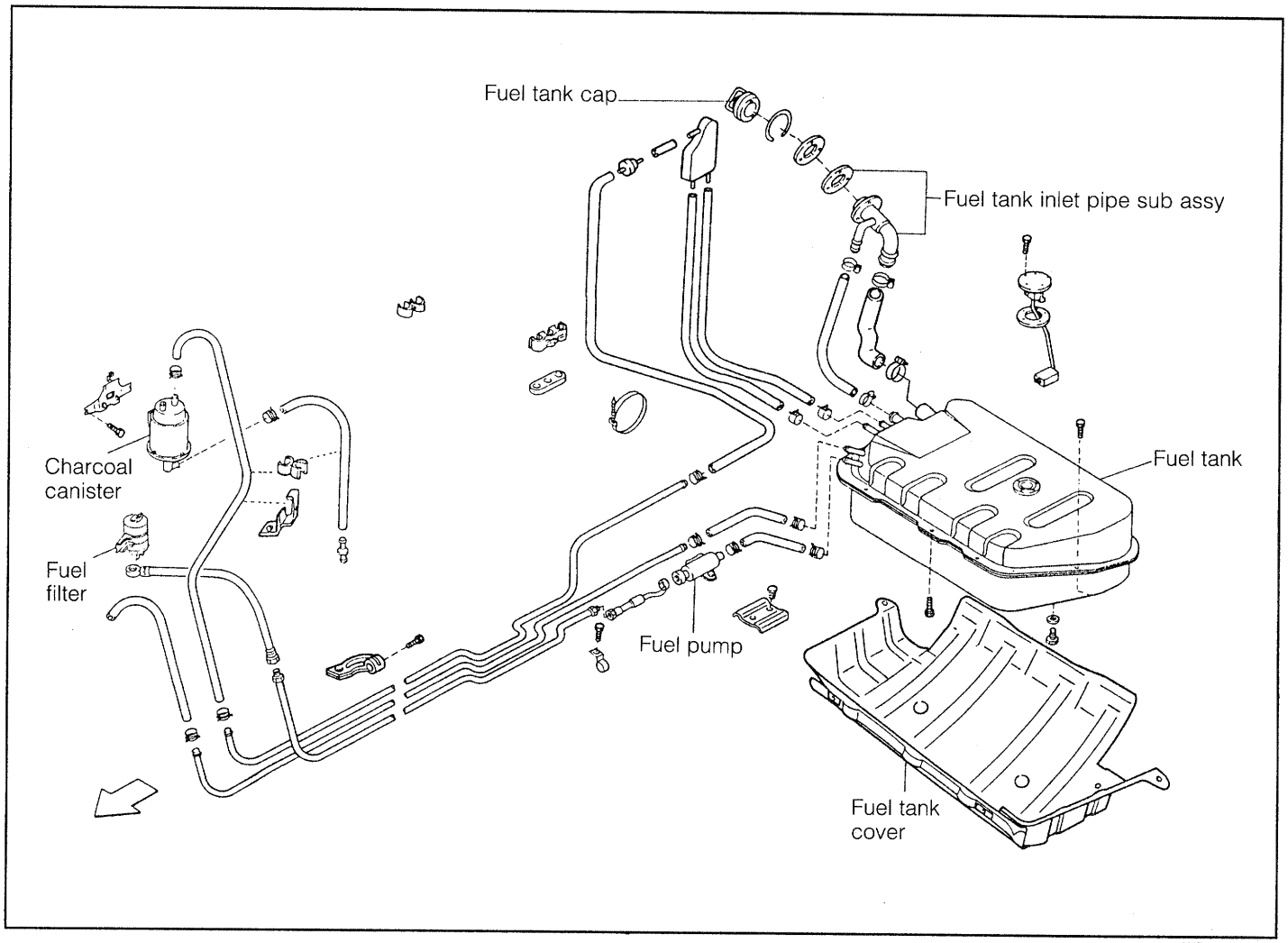

WRU90-EF249

5. Connect the fuel pump coupler.
   NOTE:
   Ensure that the lead wire is clamped at two position.


WRU90-EF250

FUEL TANK AND LINE

COMPONENTS



WRU90-EF251

PRECAUTIONS

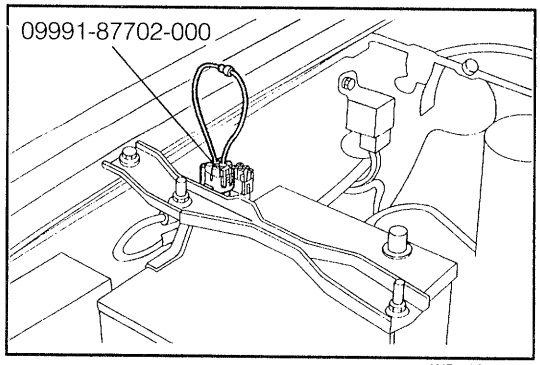
1. Always use a new gasket and hose band (clip) when replacing the fuel tank or components.
2. Each part should be tightened securely to the specified torque.

WARNING:
Always keep fire away from the working site.

WRU90-EF252

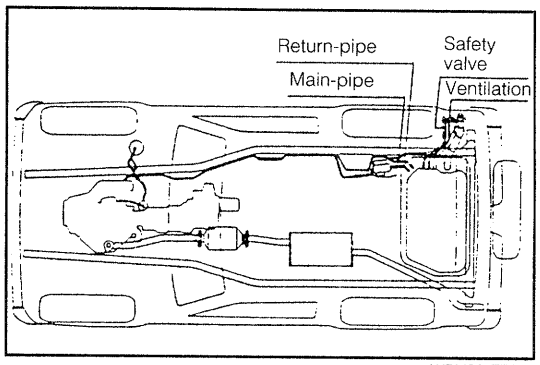
INSPECTION OF FUEL LINES AND CONNECTIONS

1. Connect the following SST to the check connector. Short the terminal F (White/Black) to the ground terminal (Black).
   SST: 09991-87702-000



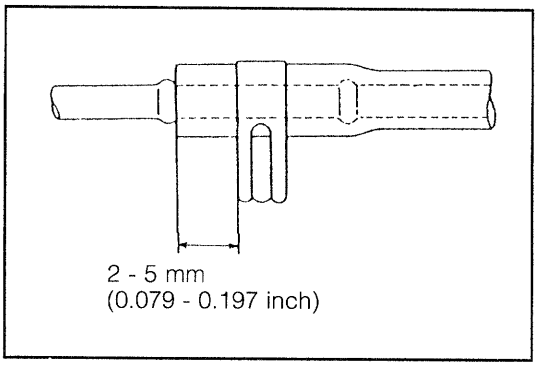
WRU90-EF253

2. Turn ON the ignition switch.
3. Check the fuel lines and connections for cracks, leakage or deformation.
   If any crack, leakage or deformation is present, replace or repair the part concerned.
4. Turn OFF the ignition switch. Remove the SST from the check terminal. Attach the cap to the check terminal.
5. Check the fuel tank for deformation, cracks or fuel leakage.
   If the fuel tank exhibits any defect, repair or replace the fuel tank.



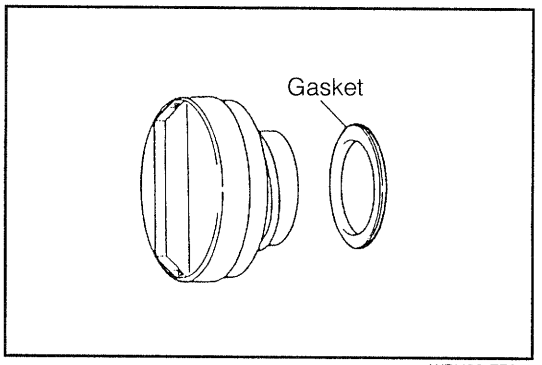
WRU90-EF254

6. Check the filler neck for damage or fuel leakage.
   If the filler neck exhibits any defect, repair or replace the filler neck.
7. Check to see if the hose and tube connections are installed as shown in the right figure.
   If any problem is found, repair or replace the parts, as required.



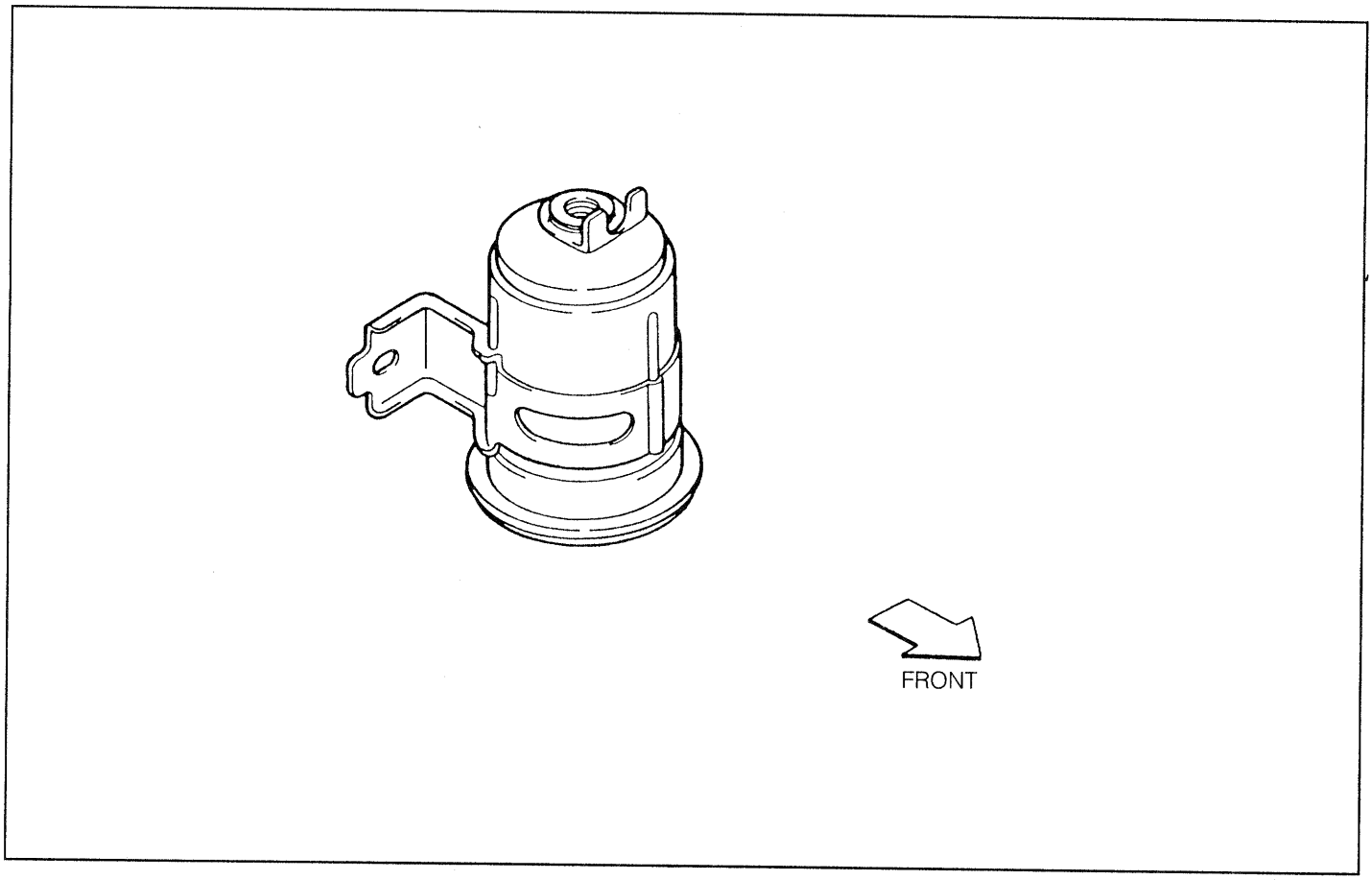
WRU90-EF255

8. Check to see if the fuel tank cap and gasket exhibits damage.
   Replace the gasket if it is damaged. Also, replace the fuel tank cap if it exhibits damage.



WRU90-EF256

FUEL FILTER ELEMENT



WRU90-EF257

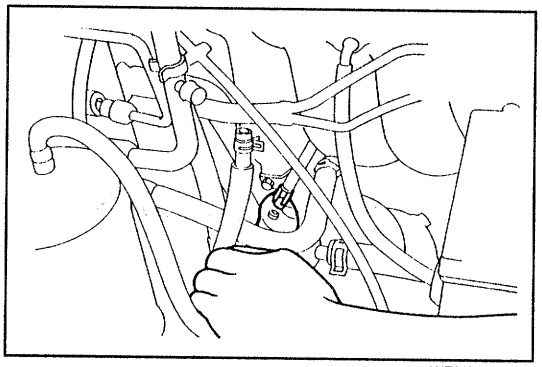
CHECK OF FUEL FILTER ELEMENT

1. Disconnect the ground cable terminal from the negative (–) terminal of the battery.

WRU90-EF258

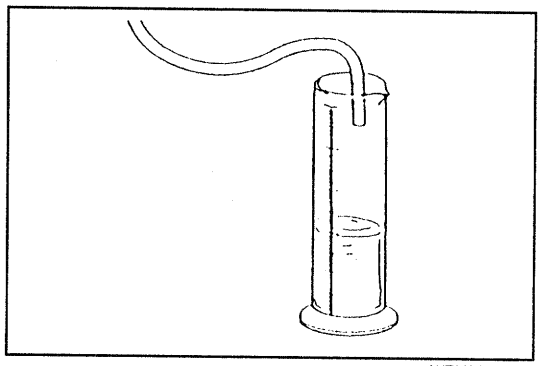
2. Disconnect the fuel return hose connected to the pressure regulator. Connect a suitable fuel hose (about 2 meter long) to the pressure regulator.
   Reference:
   This fuel hose is included in the SST (09268-87702-000).

   CAUTION:
   - Before the fuel return hose is disconnected, be sure to release the inner pressure of the fuel tank by detaching the fuel filler cap.
   - Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the pressure regulator so as to prevent fuel splashing.



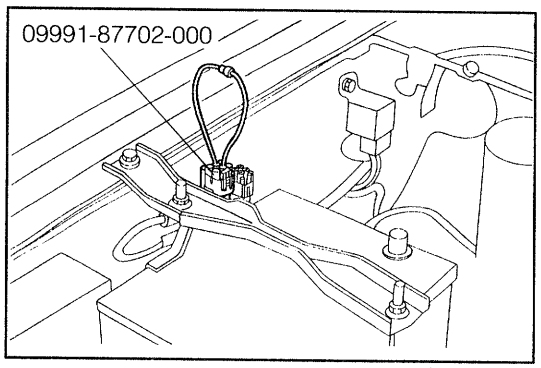
WRU90-EF259

3. Insert one end of the fuel hose in a measuring cylinder.



WRU90-EF260

4. Connection of SST (09991-87702-000)
   (1) Detach the cap from the check connector.
   (2) Connect the SST to the check connector.
   (3) Short the SST terminal F (White/Black) to the ground terminal (Black).
5. Connect the ground cable terminal to the negative (–) terminal of the battery.
6. Turn ON the ignition switch for 15 seconds. Then, turn OFF the switch.

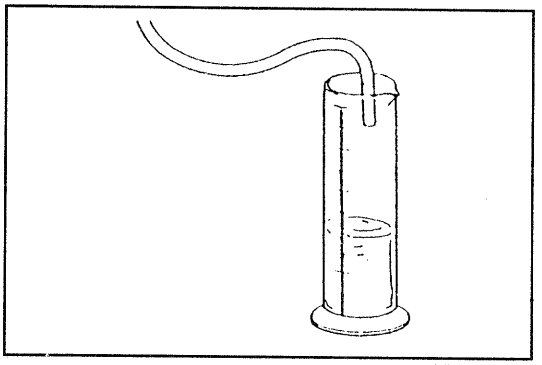


WRU90-EF261

7. Measure the amount of fuel collected in the measuring cylinder. Check to see if the measured amount conforms to the specification.
   Specified Amount of Fuel: 235 cc or more (14.34 cub inch or more)

   NOTE:
   If it becomes necessary to bleed air, be sure to conduct the measurement at least twice.

   If the fuel amount conforms to the specification, perform the operation, starting from the step 18 onward.
   If the fuel amount is less than the specified amount, perform the operation, starting from the step 8 onward.

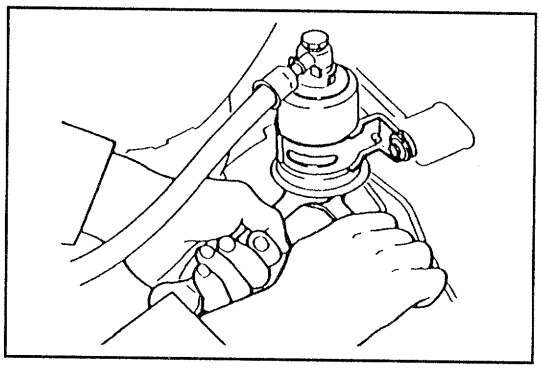


WRU90-EF262

8. Disconnect the ground cable terminal from the negative (–) terminal of the battery.

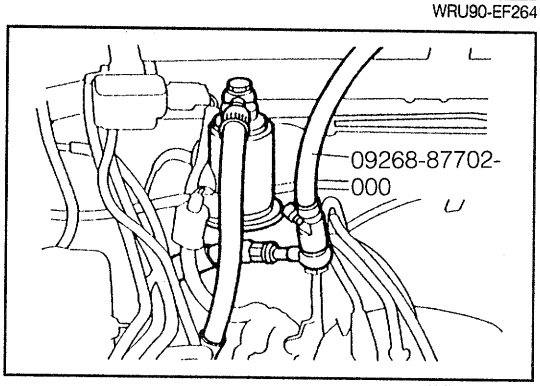
WRU90-EF263

9. Loosen the union bolt gradually.
   CAUTION:
   The fuel pressure at the inside of the fuel line is approximately 2.55 kg/cm² (36.3 psi) higher than the atmospheric pressure. Hence, be sure to gradually loosen the flare nut and use a cloth, etc. so as to prevent fuel from splashing. Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the fuel filter so that no fuel may get to the resin or rubber parts or electrical parts of the vehicle.



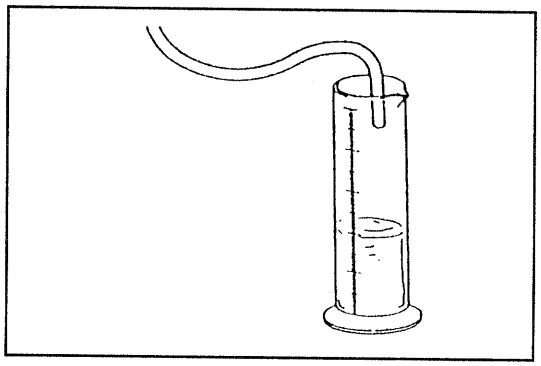
WRU90-EF264

10. Connect a suitable fuel hose (about 2 meter long) to the fuel pipe.
    Reference:
    This fuel hose is included in the SST (09268-87702-000).



WRU90-EF265

11. Insert one end of the fuel hose in a measuring cylinder.

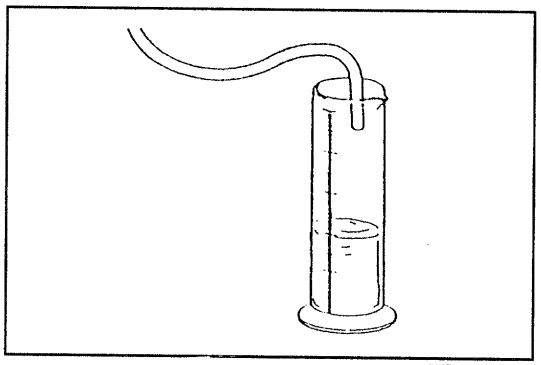


12. Reconnect the ground cable terminal to the negative (–) terminal of the battery.
13. Turn ON the ignition switch for 15 seconds. Then, turn OFF the switch.

WRU90-EF266

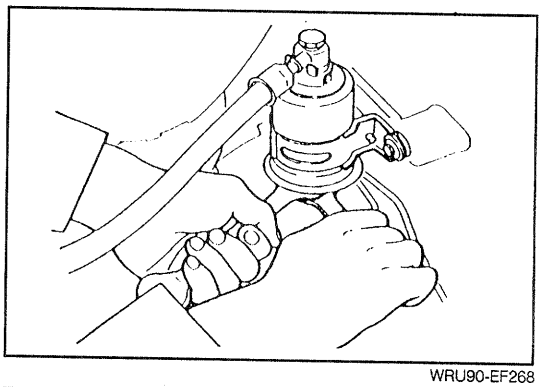
14. Measure the amount of fuel collected in the measuring cylinder.
    Specified Amount of Fuel: 235 cc or more
    (14.34 cub inch or more)

    If the fuel amount conforms to the specification, replace the fuel filter.
    If the fuel amount is less than the specified amount, check the fuel pump filter for restriction. Then, replace the fuel pump as required. (See page EF–100.)
15. Disconnect the ground cable terminal from the negative (–) terminal of the battery.



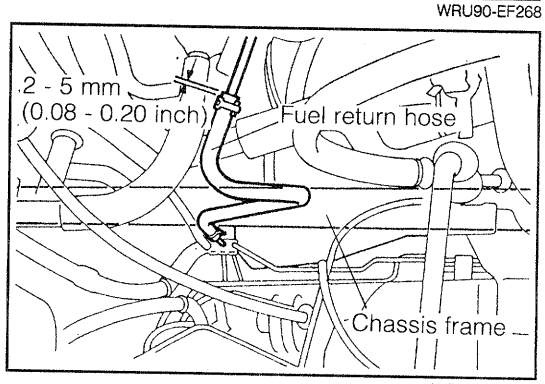
WRU90-EF267

16. Install the fuel hose to the fuel filter by means of the union bolt with a new gasket interposed.
17. Tighten the union bolt.
    Tightening Torque: 3.5 - 4.5 kg-m
    (25.3 - 32.5 ft-lb, 34.3 - 44.1 N·m)



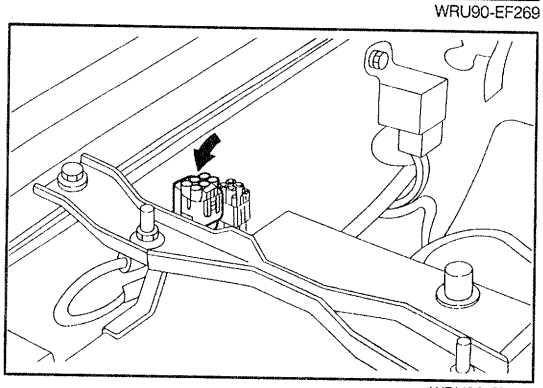
WRU90-EF268

18. Disconnect the fuel hose connected to the pressure regulator.
19. Connection of fuel return hose to fuel pipe No. 2.
    (1) Insert the fuel return hose to the fuel pipe No. 2 until second spool of fuel pipe.
    (2) Securely clamp the fuel hose at 2 - 5 mm (0.08 - 0.20 inch) from fuel return hose end with new clip.
    NOTE:
    Install the fuel return hose in parallel with chassis frame.



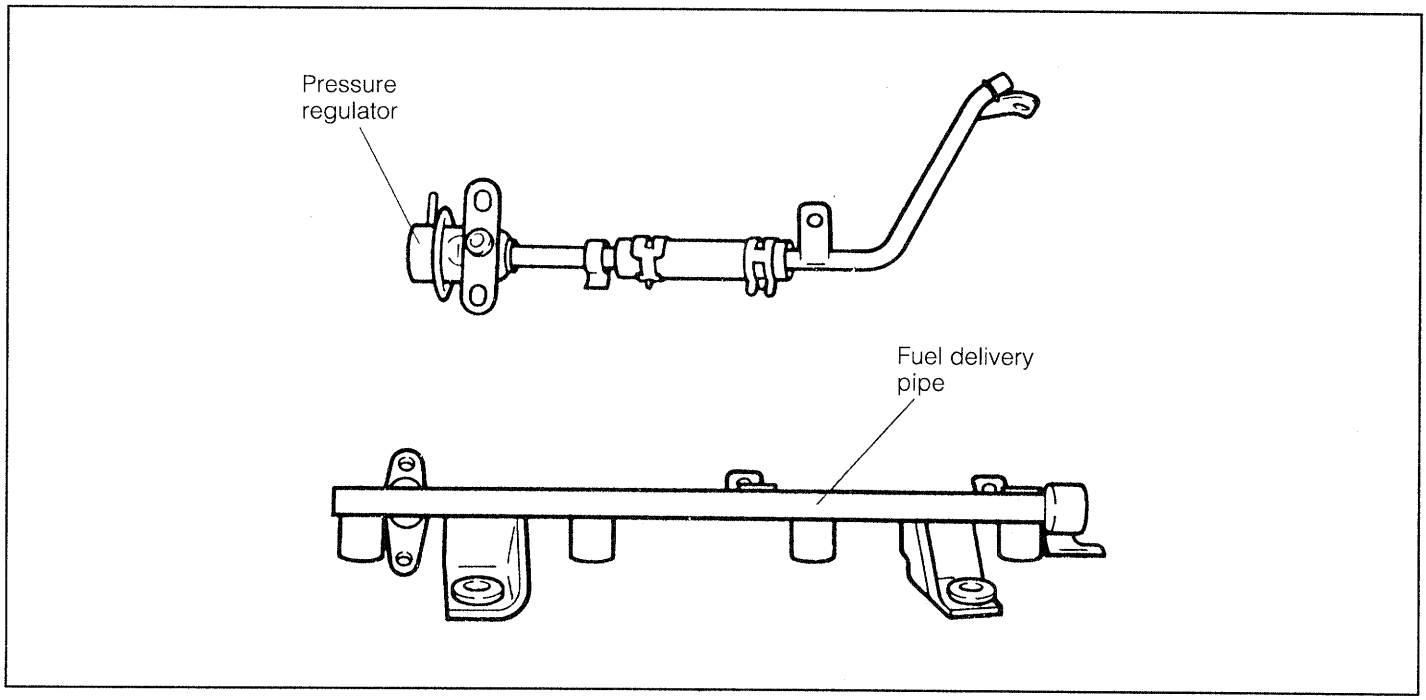
WRU90-EF269

20. Remove the SST from the check connector.
21. Attach the cap on the check connector.
22. Reconnect the ground cable terminal to the negative (–) terminal of the battery.
23. Start the engine. Check to see if any fuel leakage is present. Repair any defective part if fuel leakage exists.



WRU90-EF270

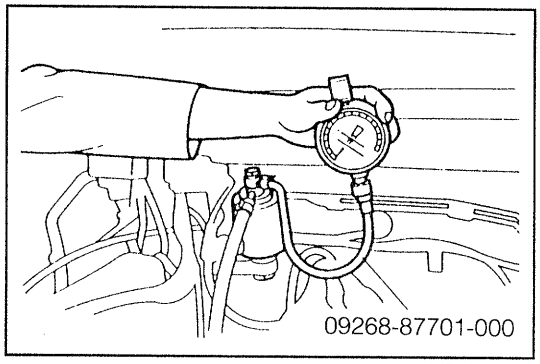
PRESSURE REGULATOR



WRU90-EF271

IN-VEHICLE INSPECTION

Check the fuel pressure. (See page EF–95.)



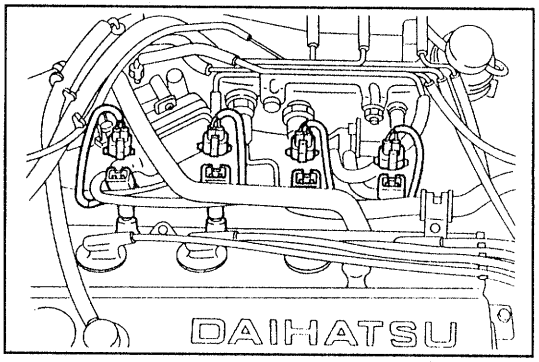
WRU90-EF272

REMOVAL OF PRESSURE REGULATOR

1. Disconnect the ground cable terminal from the negative (–) terminal of the battery.
2. Remove the air chamber assembly. (See page EM–10.)

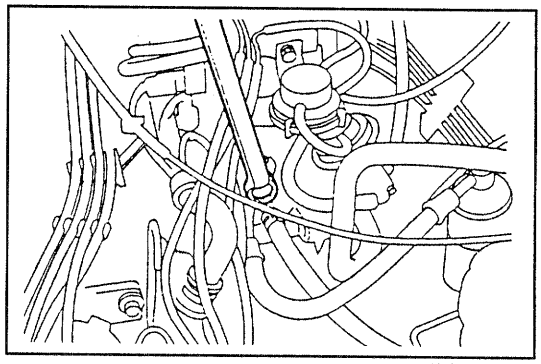
WRU90-EF273

3. Disconnect the injector connector from each injector.



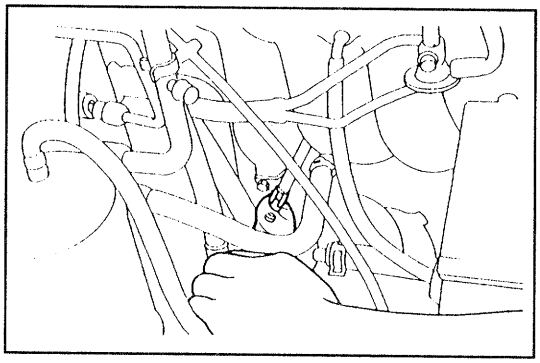
WRU90-EF274

4. Disconnect the fuel hose No. 1 at the delivery pipe side.
   CAUTION:
   The fuel pressure at the inside of the fuel line is approximately 2.55 kg/cm^2 (36.3 psi) higher than the atmospheric pressure. Hence, be sure to gradually loosen the union bolt so as to prevent fuel from splashing.
   Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the fuel filter so that no fuel may get to the resin or rubber parts of the vehicle.

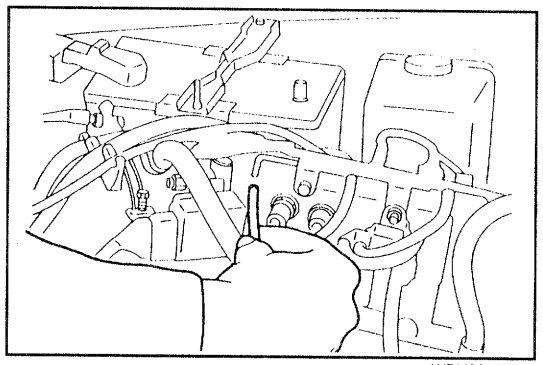

WRU90-EF275

5. Disconnect the fuel return hose from the pressure regulator.
   CAUTION:
   Since the fuel will flow out, be certain to place a suitable container or cloth, etc. under the connection so as to prevent fuel from splashing.

   NOTE:
   Before the fuel return hose is disconnected, be sure to release the inner pressure of the fuel tank by detaching the fuel filler cap.

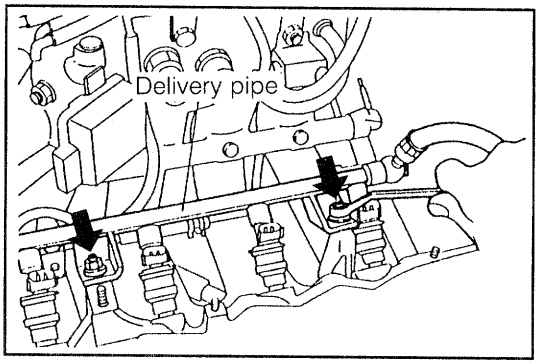

WRU90-EF276

6. Disconnect the vacuum hose from the vacuum pipe.


WRU90-EF277

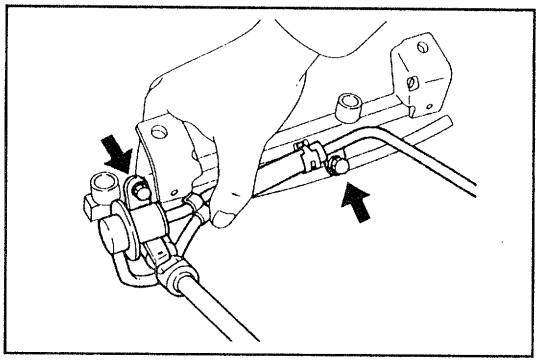
7. Remove the delivery pipe by removing the delivery pipe attaching nuts.
   CAUTION:
   - Be certain to place a suitable cloth, etc. under the delivery pipe so that no fuel gets to the the electrical equipment, such as the alternator and starter, wiring and rubber and plastic parts.
   - Be very careful not to drop the injectors.

   NOTE:
   - Leave the injector at the intake manifold side.



WRU90-EF278

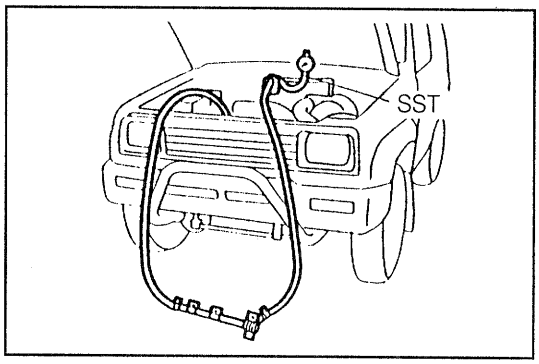
8. Disconnect the vacuum hose from the pressure regulator.
9. Remove the pressure regulator from the delivery pipe.


WRU90-EF279

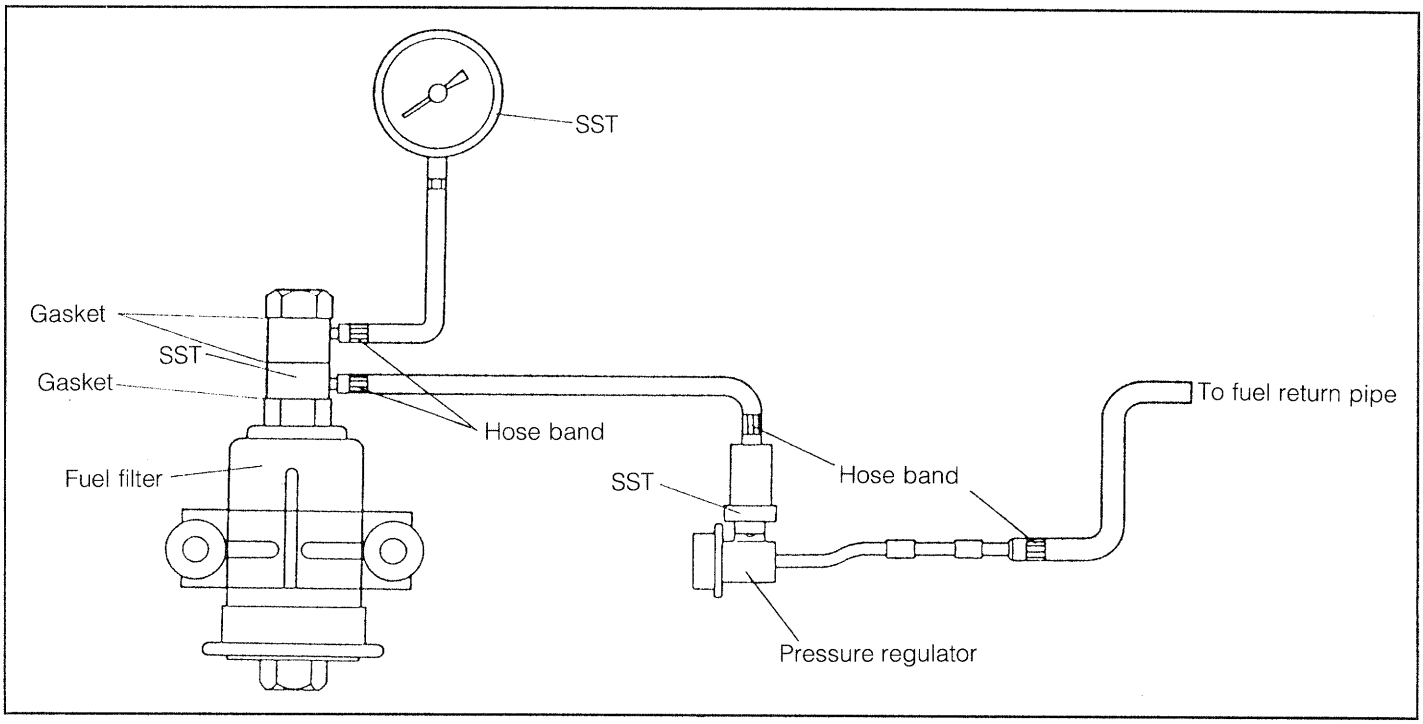
Inspection of Pressure Regulator

1. Using the following SSTs, connect the pressure regulator, as indicated in the figure.
   SSTs: 09268-87701-000
   09268-87702-000
   09283-87703-000

   NOTE:
   When connecting the pressure regulator, install a new gasket to the union bolt connection and a new "O" ring to the "O" ring seal section. Also, attach hose bands to the hose connections.

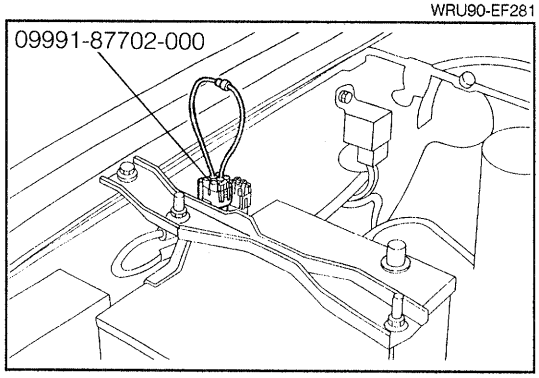


WRU90-EF280



WRU90-EF281

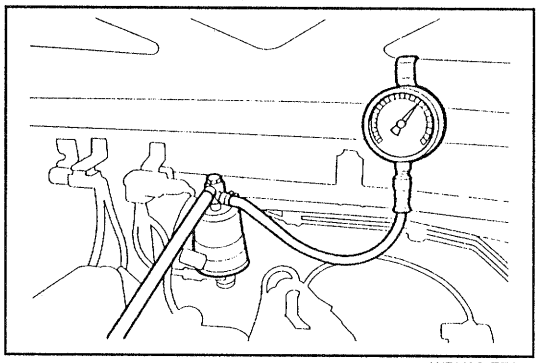
2. Connect the ground cable terminal to the negative (–) terminal of the battery.
3. Connection of SST (09991-87702-000)
   (1) Detach the cap from the check connector.
   (2) Connect the SST to the check connector.
   (3) Connect the fuel pump terminal (White/Black) with the ground terminal (Black).
4. Turn ON the ignition switch.



WRU90-EF282

5. Check to see if the fuel pressure conforms to the specification.
   Specified Fuel Pressure: 2.3 - 2.8 kg/cm^2
   (33 - 40 psi)

   If the fuel pressure fails to conform to the specification, replace the pressure regulator.
   NOTE:
   At this stage, ensure that the fuel pump complies with the fuel flow rate requirements.

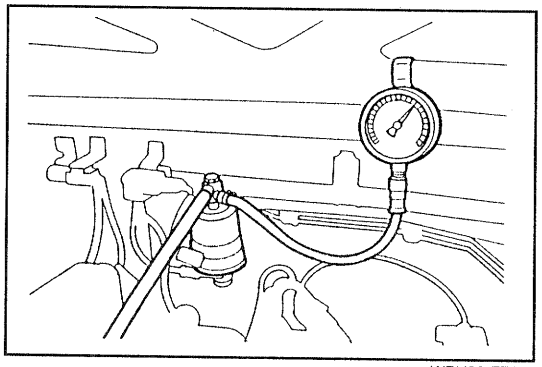


WRU90-EF283

6. Turn OFF the ignition switch. After a lapse of three minutes, check to see if the fuel pressure is the specified pressure or more.

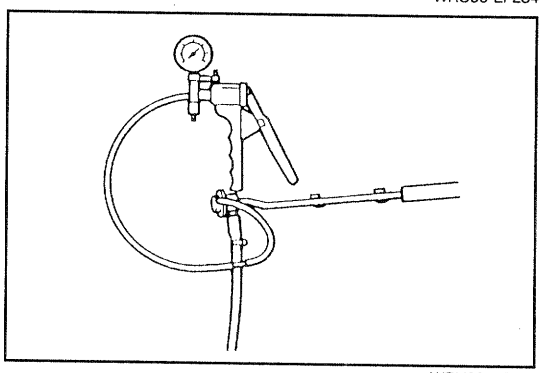
   Specified Fuel Pressure: 1.8 kg/cm^2 or more (25.6 psi or more)

   If the fuel pressure fails to conform to the specification, perform the operations described in the step 16 afterward.



WRU90-EF284

7. Connect a suitable hose to the vacuum hose pipe of the pressure regulator. Connect a MityVac to the other end of the hose.



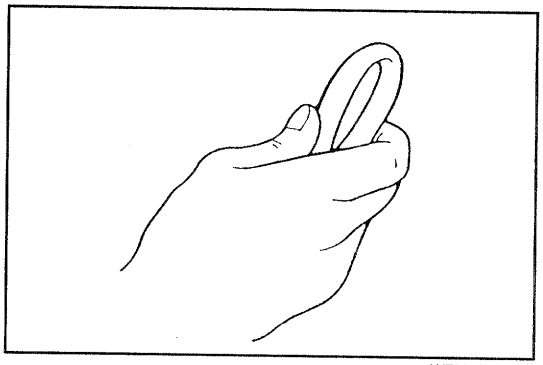
WRU90-EF285

8. Turn ON the ignition switch.
9. While observing the fuel pressure, apply a negative pressure, using the MityVac. At this time, ensure that the fuel pressure drops corresponding to the applied negative pressure.
   Replace the pressure regulator if the fuel pressure will not decrease.

10. Turn OFF the ignition switch.
11. Remove the MityVac and hose from the pressure regulator.
12. Disconnect the ground cable terminal to the negative (–) terminal of the battery.
13. Remove the SSTs from the respective parts.
14. Install the cap to the check connector.
    Proceed to assembly of the pressure regulator.

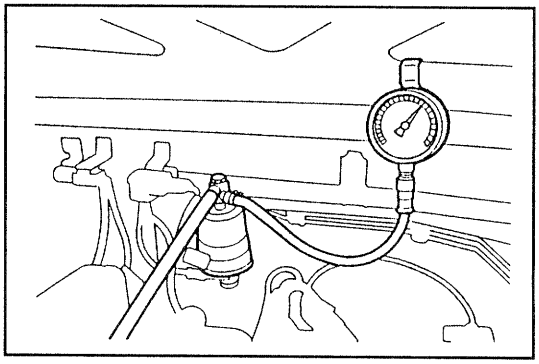
WRU90-EF286

15. Turn OFF the ignition switch after turning ON the ignition switch temporarily.
16. Immediately after the operation described in the step 15, stop the flowing of the fuel by bending the fuel hose between the fuel filter and the pressure regulator. Read the fuel pressure under this condition.



WRU90-EF287

17. After holding the fuel hose in a bent state for 3 minutes, check that the pressure has dropped compared with that measured in the step 6.
    Replace the fuel pump if the pressure has dropped.
    Replace the pressure regulator if the pressure will not drop.

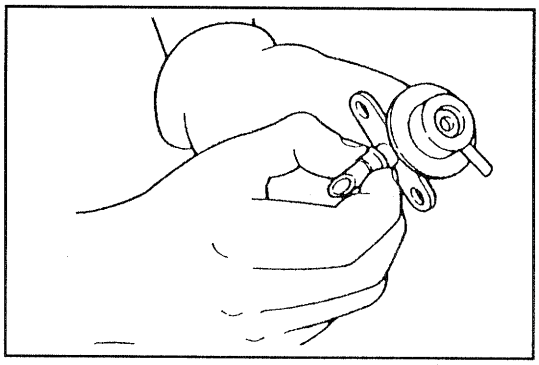


18. Disconnect the ground cable terminal from the negative terminal of the battery.
19. Remove the SSTs from the respective parts.
20. Install the cap to the check connector.

WRU90-EF288

ASSEMBLY OF PRESSURE REGULATOR

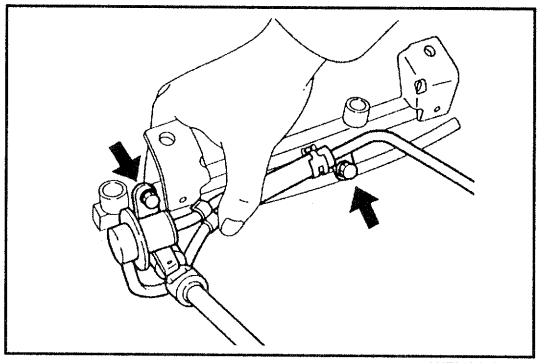
1. Replace the pressure regulator "O" ring with a new part.



WRU90-EF289

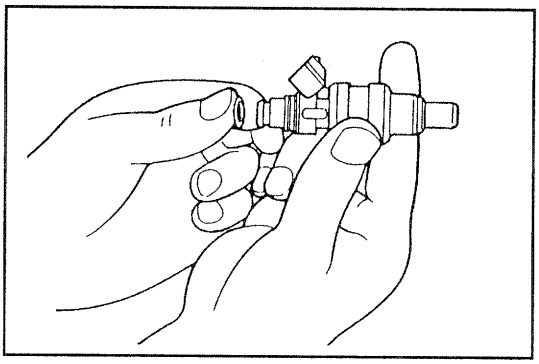
2. Apply silicon oil to the "O" ring of the pressure regulator. Install the "O" ring to the delivery pipe and tighten the attaching bolts.
    Tightening Torque: 0.6 - 0.9 kg-m
    (4.3 - 6.5 ft-lb, 5.9 - 8.8 N·m)

    CAUTION:
    Be very careful not to damage the "O" ring. Failure to observe this caution may cause fuel leakage.



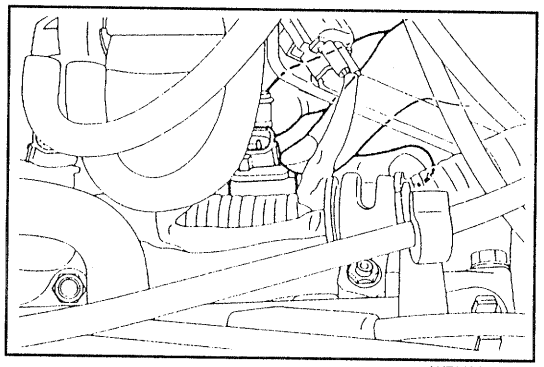
WRU90-EF290

3. Replace the injector "O" ring with a new part.
    NOTE:
    - Visually inspect the grommets and insulators of the injectors for any evidence of damage. Replace any defective parts if they exhibit damage before replacing the "O" ring.
    - Be very careful to avoid damaging the "O" ring.



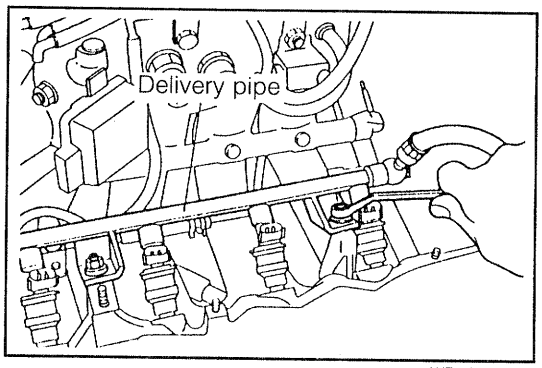
WRU90-EF291

4. Install the injector to the intake manifold.



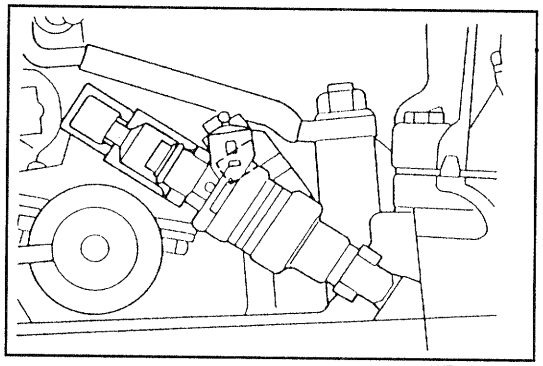
WRU90-EF292

5. Apply silicon oil or gasoline to the "O" ring of the injector. Install the delivery pipe.
   Tightening Torque: 1.5 - 2.2 kg-m
   (10.8 - 15.9 ft-lb, 14.7 - 2.6 N·m)



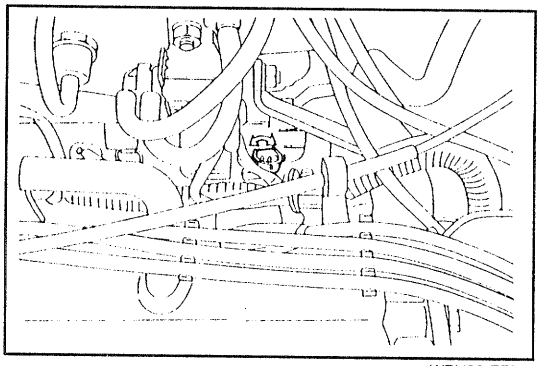
WRU90-EF293

NOTE:
- Be very careful not to damage the injector "O" ring during the installation.
- When connecting the delivery pipe and injector, make sure that they are installed straight, not in a tilted state.



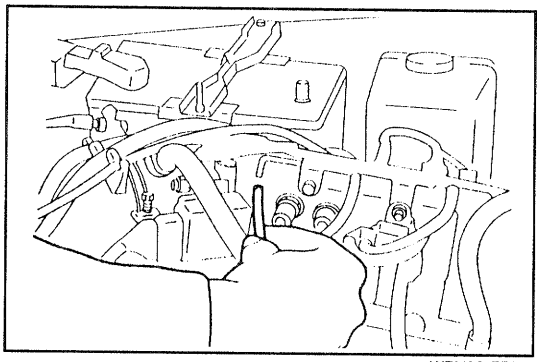
WRU90-EF294

6. Ensure that the injector can rotate by your hand.
   If the injector can not be rotated smoothly, most likely the injector is installed in a tilted state. It is, therefore, necessary to reassemble the injector using a new injector "O" rings.
   CAUTION:
   Never push the injector toward the insulator side or the grommet side. Failure to observe this caution will cause fuel leakage.



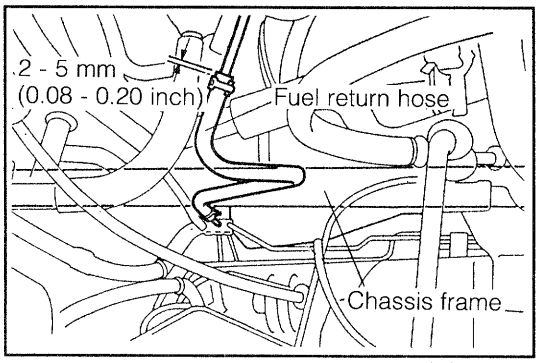
WRU90-EF295

7. Connect the rubber hose to the vacuum pipe.



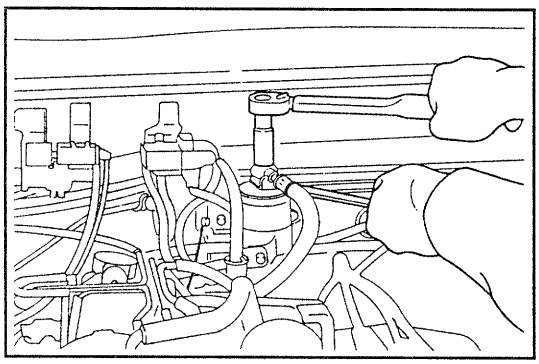
WRU90-EF296

8. Connection of fuel return hose to fuel pipe No. 2.
   (1) Insert the fuel return hose to the fuel pipe No. 2 until second spool of fuel pipe.
   (2) Securely clamp the fuel hose at 2 - 5 mm (0.08 - 0.20 inch) from fuel return hose end with new clip.
   NOTE:
   Install the fuel return hose in parallel with chassis frame.



WRU90-EF297

9. Install the fuel hose No.1 to the delivery pipe with a new gasket interposed.
   Tightening Torque: 3.5 - 4.5 kg-m
   (25.3 - 32.5 ft-lb, 34.3 - 44.1 N·m)

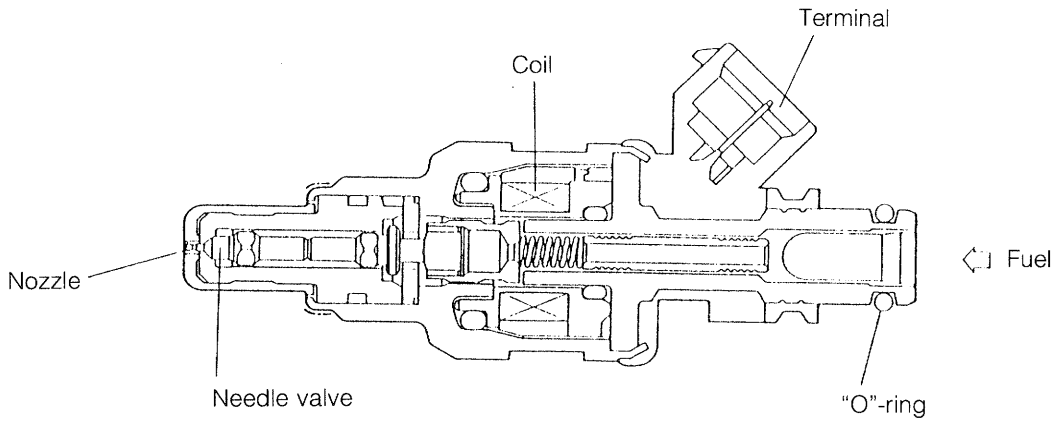


10. Connect the injector wiring connectors to the injector.
11. Connect the ground cable terminal to the negative (–) terminal of the battery.
12. Turn ON and OFF the ignition switch at intervals of 2 or 3 seconds, until air is expelled from the pressure regulator section.
    NOTE:
    - If air remains inside the piping, you will hear a different sound from the fuel flowing sound.
    - Usually the air bleeding can be performed by repeating turning ON/OFF the ignition switch four or five times.

13. Ensure that no fuel leakage exists.
    Repair the leaky point if fuel leakage is present.
14. Start the engine. Again, check for fuel leakage.
    Repair the leaky point if fuel leakage is present.
15. Install the air chamber assembly. (See page EM–14.)

WRU90-EF298

INJECTORS

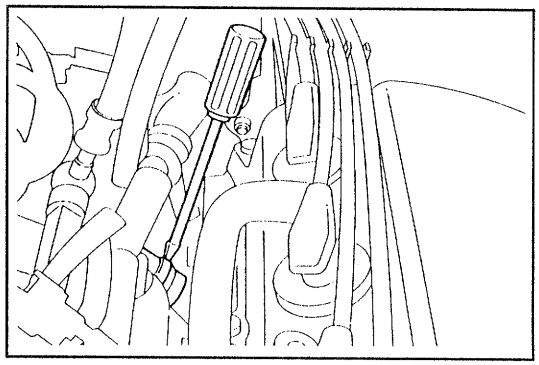


WRU90-EF299

IN-VEHICLE INSPECTION

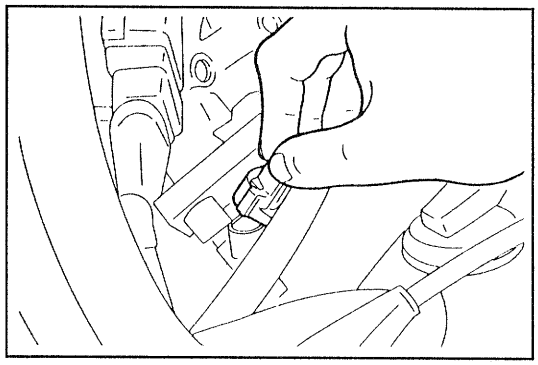
1. Remove the air chamber assembly. (See page EM–10.)
2. Check of injector operation
   (1) Using a sound scope, check to see if each injector emits an operating sound when the engine is being started or cranked.
   (2) If a sound scope is not available, apply a screwdriver or the like to the injector and check to see if you can feel an operating vibration.

   If the injector emits no operating sound or emits an abnormal sound, check the wiring, wiring connector or injector.



WRU90-EF300

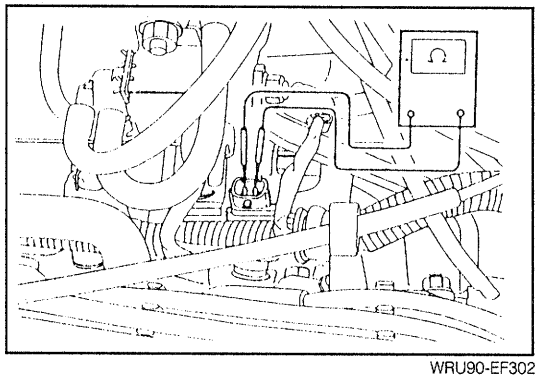
3. Measurement of resistance of injector
   (1) Disconnect the injector connector of the engine wire.



WRU90-EF301

   (2) Measure the resistance between the terminals of each injector.
   Specified Resistance: 11 - 17Ω

   If the resistance between the terminals is not within the specification, replace the injector.



WRU90-EF302

   (3) Connect the injector connector of the engine wire to the injector.

REMOVAL OF INJECTOR

1. Remove the pressure regulator. (See page EF–108.)
2. Remove the injector.
   NOTE:
   Do not remove the injector cover.

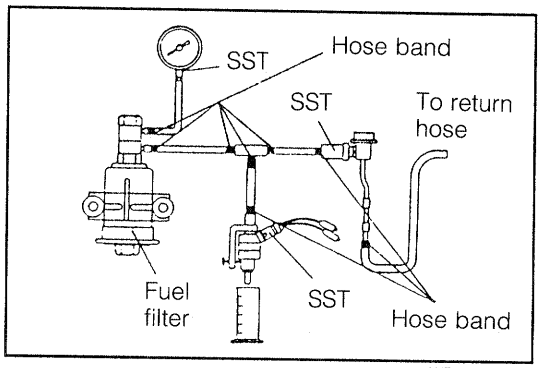
WRU90-EF303

INSPECTION OF INJECTOR

1. Using the following SSTs, connect the injector, as indicated in the figure. Insert the injector in the measuring cylinder.
   SST: (1) 09268-87701-000
   (2) 09283-87703-000
   (3) 09268-87702-000
   (4) 09842-30070-000

WRU90-EF304

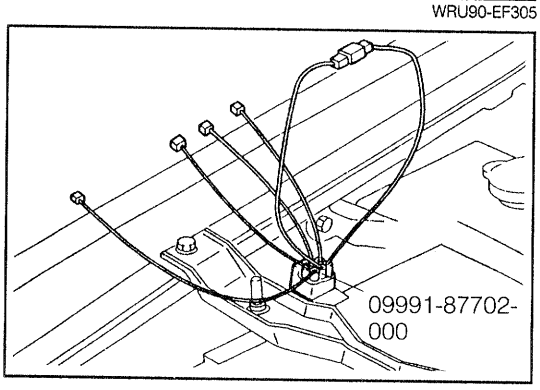
NOTE:
- Install a new gasket to the union bolt connection.
- Install a new "O" ring to the "O" ring seal section.
- Attach the hose bands to the rubber hose connections.
- Attach a suitable vinyl hose to the tip-end of the injector so as to prevent fuel from splashing.
- Remove the injector grommet. Check to see if the injector grommet exhibits any damage.



WRU90-EF305

2. Remove the check connector cap.
3. Connect the SST to the check connector.
   SST: 09991-87702-000

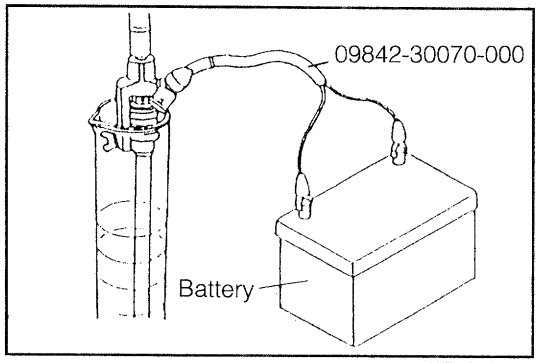
4. Connect the terminal F (white/black) of the check connector to the ground terminal (black).



5. Connect the ground cable terminal to the negative (–) terminal of the battery.
6. Turn ON the ignition switch.

WRU90-EF306

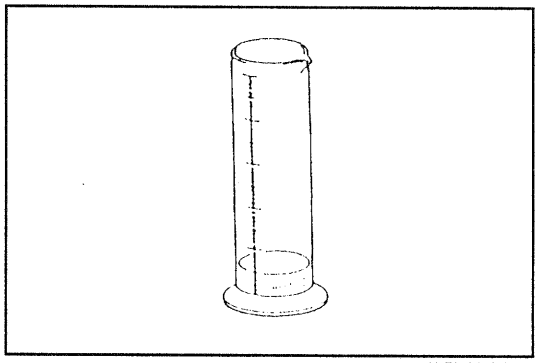
7. Perform energizing for 15 seconds by means of the SST (09842-30070-000).
8. Measure the amount of fuel collected in the measuring cylinder.
   specified pressure.
   Specified Amount of Fuel:
   Approx. 45 ± 5 cc (2.75±0.13 cub inch)
   Variation between Each Injector:
   5 cc or less (0.3 cub inch or less)



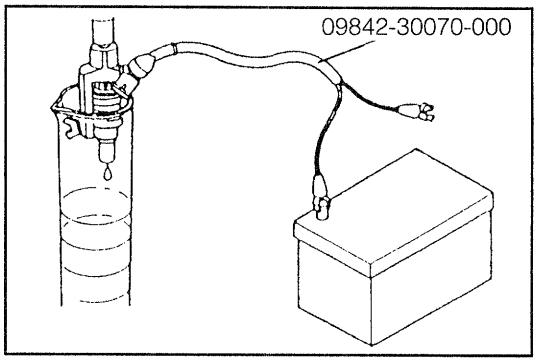
WRU90-EF307

NOTE:
- **Conduct the measurement two or three times for each injector.**
- **Before the injector is pulled out, make certain to turn OFF the ignition key.**
- **When removing the injector, use a suitable cloth or the like so as to prevent fuel from splashing.**
- **Prior to the test, perform air bleeding for the fuel hose.**

If the amount of fuel fails to conform to the specification, replace the injector.


WRU90-EF308

9. Leakage check
   With the SST (09842-30070-000) in not energized state, turn ON the ignition key switch. Check any fuel leakage from the injector nozzle.
   Fuel Leakage:
   Less Than One Drop of Fuel per Minute



If the leakage exceeds the specified value, replace the injector.
NOTE:
Prior to the test, remove the vinyl hose that was attached on the injector.

10. Turn OFF the ignition key.
11. Disconnect the ground cable terminal from the negative (–) terminal of the battery.
12. Disconnect the SST.
    NOTE:
    Care must be exercised as to fuel splashing and fuel flowing.

WRU90-EF309

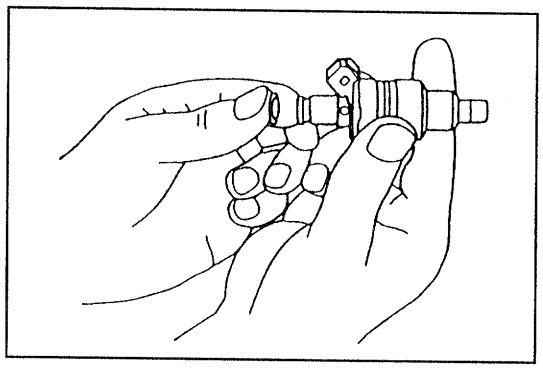
INSTALLATION OF INJECTOR

1. Check the insulator and grommet of each injector for damage.
   Replace the insulator and/or grommet if damage exists.
2. Install the insulator on the manifold section.

WRU90-EF310

3. Install the grommet on the injection.
4. Replace the injector "O" ring with a new part.
   NOTE:
   Be very careful to avoid damaging the "O" ring.

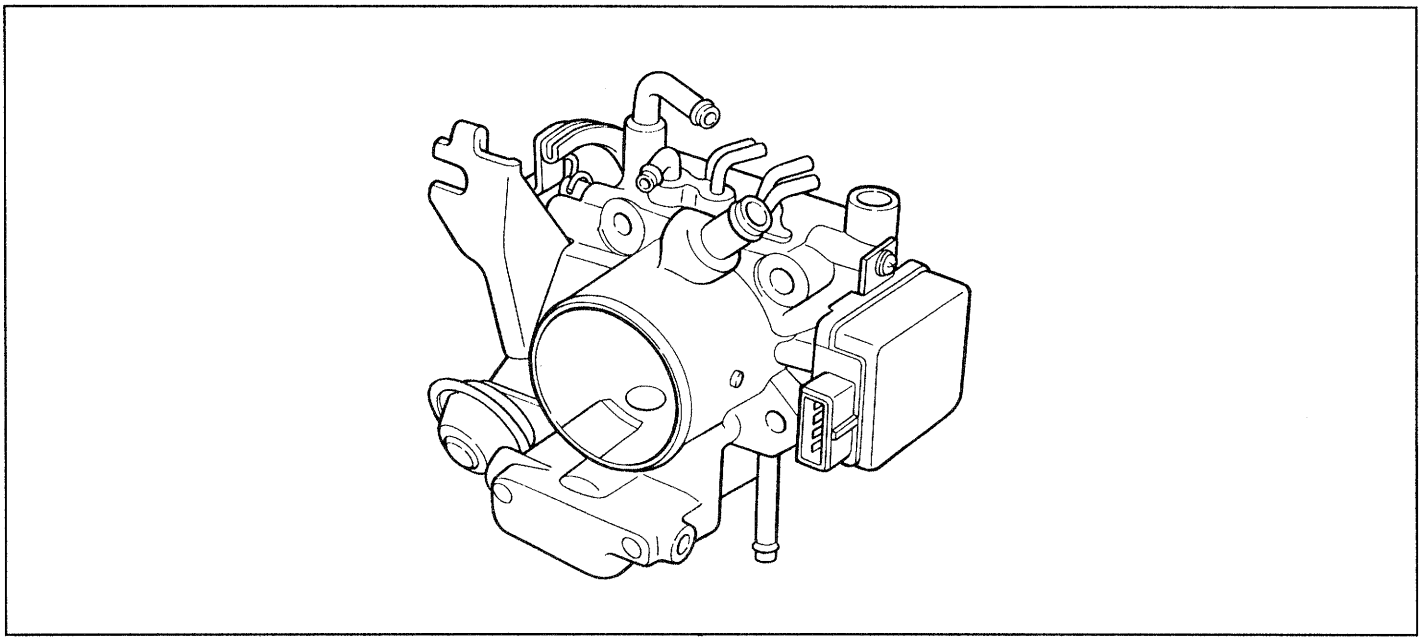
5. Insert the injector into the insulator.
6. Install the delivery pipe. (See page EF–112.)
7. Install the air chamber assembly. (See page EM–14.)



WRU90-EF311

AIR INDUCTION SYSTEM

THROTTLE BODY

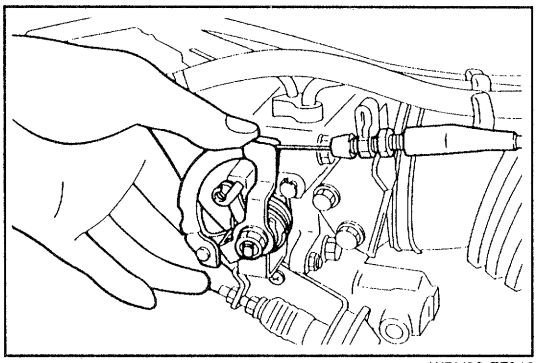


WRU90-EF312

IN-VEHICLE INSPECTION

Check of throttle body

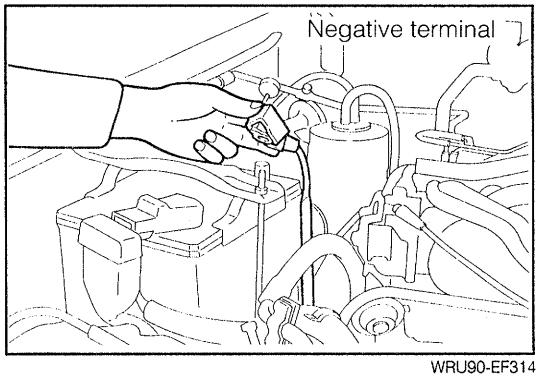
1. Ensure that the throttle linkage operates smoothly. Replace the throttle body if the throttle lever fails to operate smoothly.
2. Check the throttle positioner sensor. (See page EF–65.)
3. Check the throttle positioner. (See page EC–9.)



WRU90-EF313

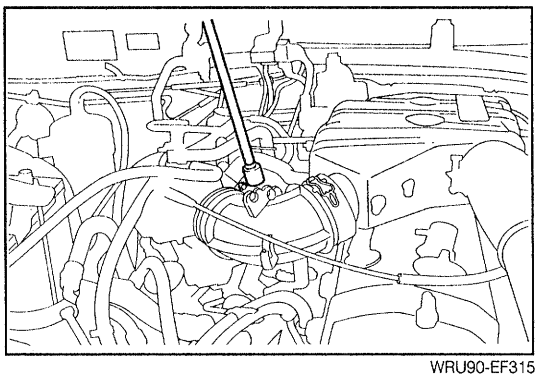
Removal of throttle body

1. Disconnect the ground cable terminal from the negative (–) terminal of the battery.
2. Drain the coolant. (See page CO–3.)
3. Disconnect the hoses for air conditioner and power steering idle-up from the air chamber.



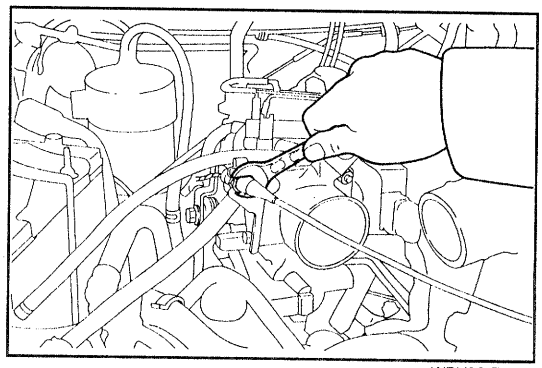
WRU90-EF314

4. Disconnect the air chamber hose from the throttle body.



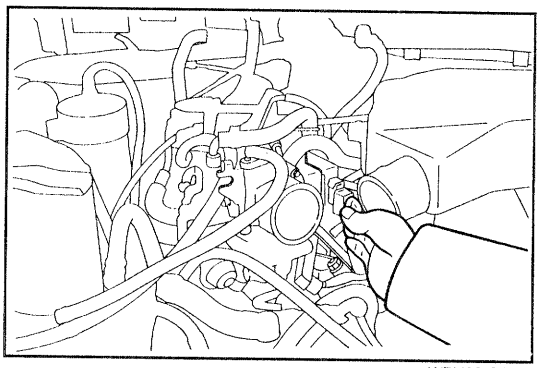
WRU90-EF315

5. Disconnect the accelerator cable.



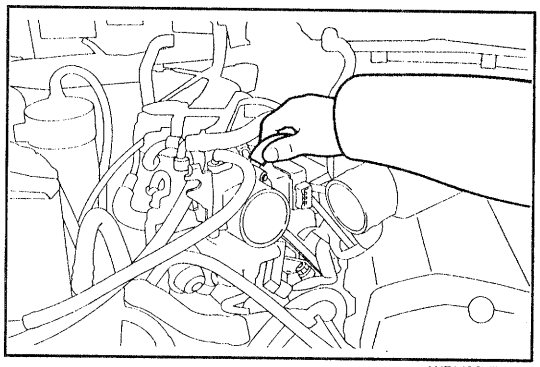
WRU90-EF316

6. Disconnect the connector of the throttle positioner sensor.



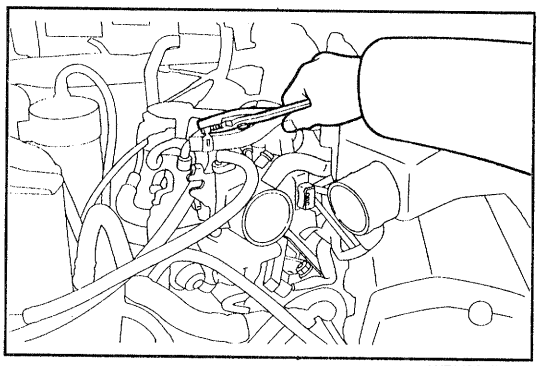
WRU90-EF317

7. Disconnect the vacuum hoses from the throttle body.



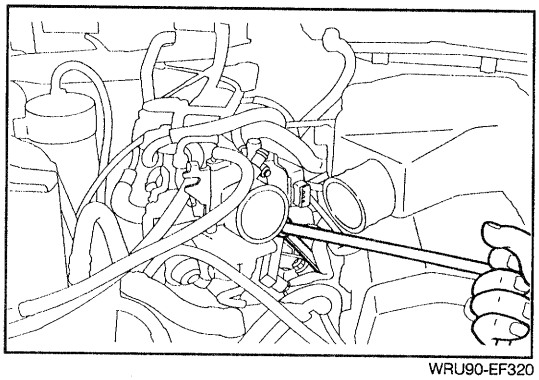
WRU90-EF318

8. Disconnect the water hoses from the throttle body.
   NOTE:
   - Using a suitable cloth, take a precautionary measure so that no water gets to the electrical equipment of the vehicle.
   - Be sure to plug the disconnected water hoses by suitable plug to prevent the water from flowing out.



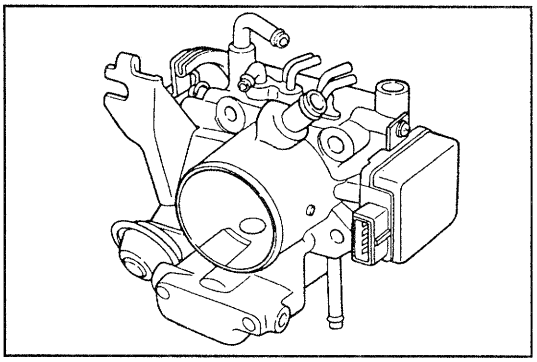
WRU90-EF319

9. Removal of throttle body
   (1) Remove the attaching bolts and nuts of the surge tank stay No. 1.



WRU90-EF320

(2) Remove the attaching bolts and nuts of the throttle body.
(3) Remove the throttle body.



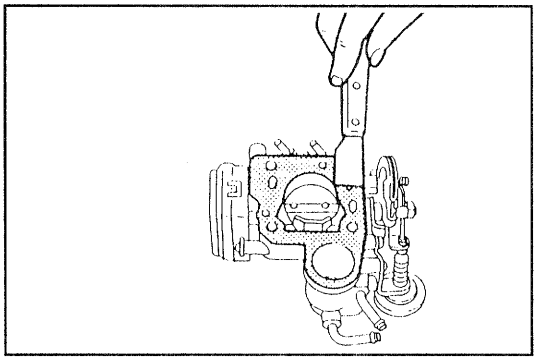
WRU90-EF321

Inspection of throttle body

1. Cleaning of throttle body prior to inspection
   (1) Clean the cast part with a soft brush, a wet cloth or the like.

WRU90-EF322

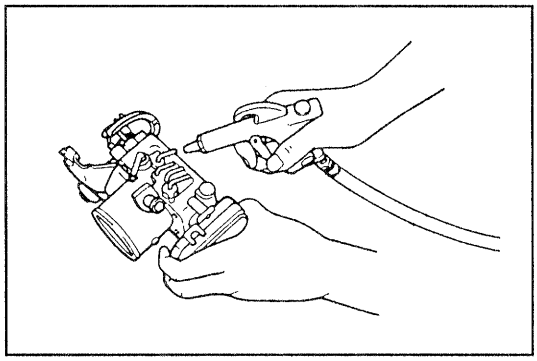
(2) Remove the gasket material from the surge tank attaching surface of the throttle body.



WRU90-EF323

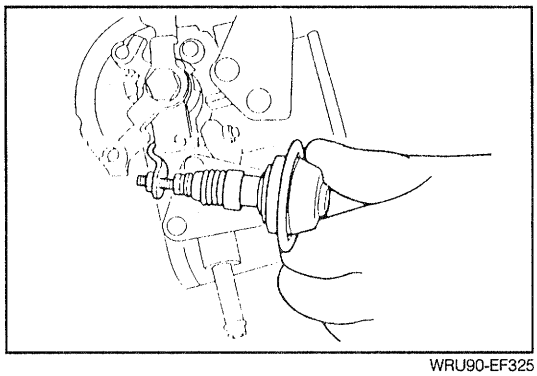
(3) Clean all passages by blowing compressed air.

WARNING:
Be sure to protect your eyes, wearing goggles.



WRU90-EF324

2. Check of throttle valve
   (1) Check that the throttle lever is in full contact with the dashpot.
   (2) When the throttle lever is opened, check to see if the dashpot lever comes out.



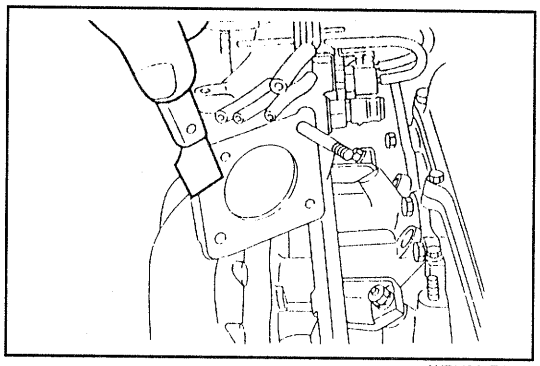
WRU90-EF325

(3) Check the throttle position sensor.
(See page EF–65.)
Replace the throttle body if it exhibits any defect.

WRU90-EF326

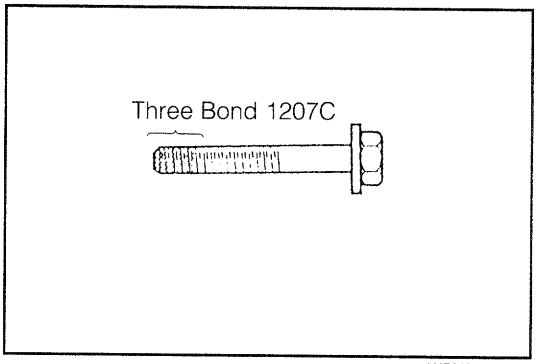
Installation of throttle body

1. Remove any gasket material from the throttle body attaching surface of the surge tank.



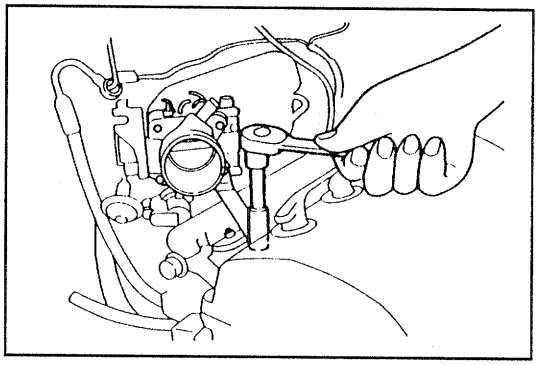
WRU90-EF327

2. Install the throttle body on the surge tank with a new gasket interposed. Attach the surge tank stay No. 1.
3. Apply a seal bond (Three Bond 1207C) to the threaded portions of the throttle body tightening bolts.



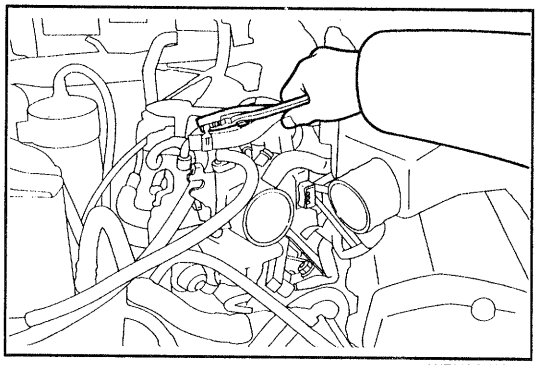
WRU90-EF328

4. Tighten the attaching bolts and nuts of the throttle body and surge tank stay No. 1.
   Tightening Torque: 1.5 - 2.2 kg-m
   (10.8 - 15.9 ft-lb, 14.7 - 21.6 N·m)



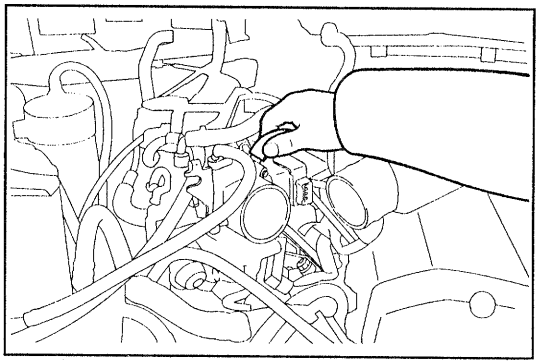
WRU90-EF329

5. Connect the water hoses to the throttle body. Attach the hose clips.



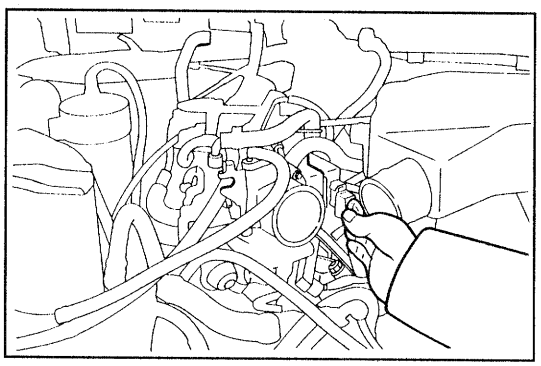
WRU90-EF330

6. Connect the vacuum hoses to the throttle body.



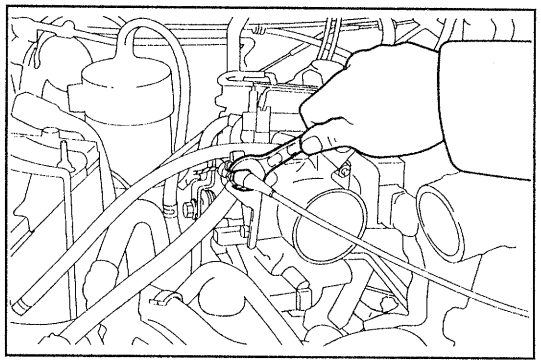
WRU90-EF331

7. Connect the throttle position sensor connector.



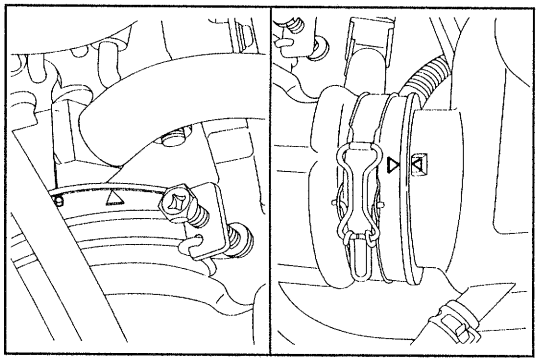
WRU90-EF332

8. Connect the accelerator cable to the throttle body. Perform the adjustment so that the accelerator pedal free play may become 1 - 5 mm (0.04 - 0.20 inch).



WRU90-EF333

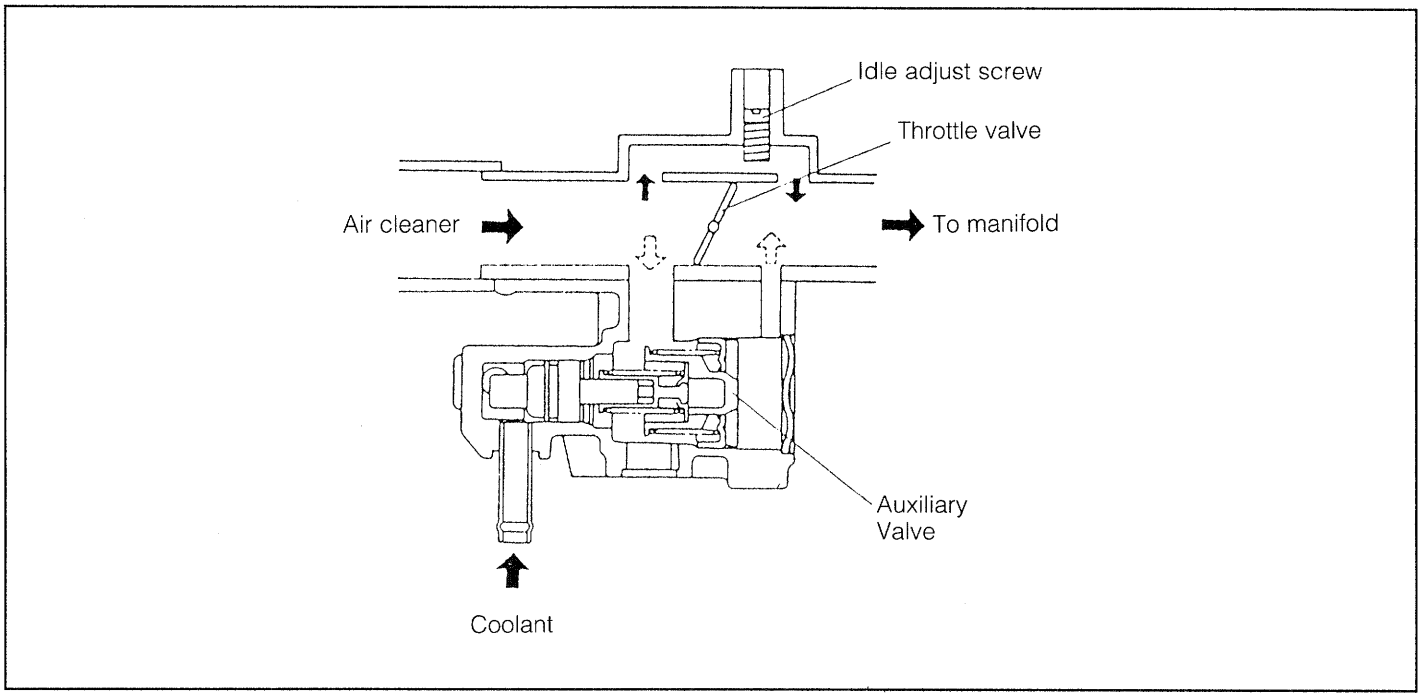
9. Connect the air chamber hose to the throttle body and the air chamber.
   NOTE:
   - Be sure to align the mating marks between the throttle body and air chamber hose, and the air chamber hose and the air chamber.
   - Be sure to clamp the air chamber hose bands.



WRU90-EF334

10. Fill coolant.
    (See page CO–3.)
11. Connect the ground cable terminal to the negative (–) terminal of the battery.
12. Start the engine. Recheck the engine for water leakage. Repair the leaky point if water leakage exists.

AUXILIARY AIR VALVE

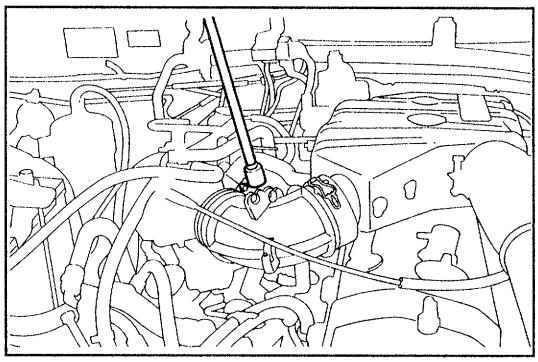


WRU90-EF335

IN-VEHICLE INSPECTION

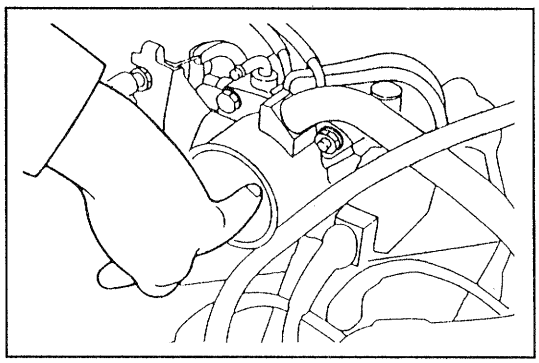
Check operation

1. Disconnect the air chamber hose from the throttle body.



WRU90-EF336

2. Start the engine. Check that there is air continuity at the auxiliary air valve port under the following conditions. Perform the check, following the procedures given below.
   When the cooling water temperature is below 40°C (104°F), apply your finger to the auxiliary air valve port. Ensure that the engine speed drops.
   When the cooling water temperature is above 70°C (158°F), apply your finger to the auxiliary air valve port. Ensure that the engine speed does not change.
   If the auxiliary air valve exhibits any malfunction, replace the throttle body.



WRU90-EF337